

# YACHTING

APRIL 2016  
www.yachtingmonthly.com

MONTHLY

FOR THE CRUISING SAILOR  
ESTABLISHED 1906

## Cruise with confidence in busy seas

A yachtsman's guide to shipping

Explore the coast of Estonia

BOAT OF THE PEOPLE  
What makes the Folkboat great

The cheaper, quicker shortcut through Scotland

Practical pilotage in fog

Wauquiez PS 48  
'A proper deck saloon yacht with style'

USED RUSTLER 31

Does she live up to her legend?



TECHNICAL

Reasons to be paranoid about fuel



TRIED & TESTED

A wind scoop that really works!





# Your trusted partner for all antifouling solutions

## **Hempel's Mille NCT**

A high performance self-polishing antifouling based on Hempel's patented binder technology.

- Excellent colour retention
- Compatible with virtually all other antifouling systems

## **Hempel's Hard Racing TecCel**

A hard antifouling (insoluble matrix) based on cuprous oxide.

- Contains TecCel
- Reduced friction
- Increased speed

[hempelyacht.com](http://hempelyacht.com)



**92** *Bob Aylott heads to Falmouth to test the legendary Rustler 31*



PHOTO: BOB AYLOTT

## SAILING SKILLS Expert tips and know-how

- 16 ON THE COVER Expert on board: A yachtsman's guide to shipping**  
To stay safe around shipping, you need to understand it. John Lang explains
- 24 A question of seamanship** 'How much cable should you veer'?
- 26 Any questions?** • 'The best ocean yacht?' • 'Why stick with old anchors?' • 'Add or subtract for GMT?' • 'Why is my chain rusting?' • 'Safe to dry out?'
- 28 Learning curve** Nigel Calder: 'I watched my anchor drag – from the shore!'
- 30 Skipper's tips** • Katabatic winds • Magnetic disturbance • Tacking a cutter
- 32 ON THE COVER Practical seamanship: Pilotage in fog** James Stevens finds himself sailing in fog and brushes up on his poor-visibility pilotage

## CRUISING Practical advice & real life sailing stories

- 34 ON THE COVER Home waters: A shortcut through Scotland** Mike Cooke finds a quicker and cheaper way to get from the east coast to the west coast
- 38 ON THE COVER What makes the Folkboat great** The 50th Folkboat Festival was a celebration of a yacht that is still 'the boat of the people'
- 42 Adventure: Put to the test in Greenland** Sailing a small boat in the high Arctic isn't meant to be easy. Weather and ice test Bob Shepton's mettle
- 48 Cruising: Still sailing solo at 94** Peter Garrod has sailed since 1955 and still cruises the Westerly Renown he bought at the 1971 London Boat Show
- 52 Anchorages** From the Thames to St Kilda and Cornwall to the Caribbean
- 60 ON THE COVER Pilotage: Estonia** Dick Durham explores the coast of Estonia, where yacht harbours are being built in a lost world of forests and islands
- 68 Cruising log** Readers share their cruises in Scotland and the Essex creeks

## GEAR & BOAT REVIEWS Useful kit, new & used yachts

- 76 New gear** • Deck fillers • Soft shackles • Lightweight radar • Durable foulies
- 78 ON THE COVER Tried and tested** • A wind scoop that works • Fuel polisher
- 82 ON THE COVER Reasons to be paranoid about fuel** As emission regulations tighten up, Nigel Calder warns of unforeseen problems for yacht engines
- 86 ON THE COVER New boat test: Wauquiez PS 48** Graham Snook went to find out if a proper deck saloon that also has style was too good to be true
- 90 New boats** Four innovative new yachts launched at Europe's biggest show
- 92 ON THE COVER Used boat test: Rustler 31** Compact and superbly built, the Rustler 31 is ideal for a two-man crew. Bob Aylott sails a 1981 model



PHOTO: COLIN WORK

**32** *Fog can turn a pleasant sail into a navigator's nightmare. James Stevens offers some tips*

## REGULARS

- 3 Editor's letter** 'It's easy to see ships as enemies'
- 4 News** • Border Force scrutiny of yachts • Olympic sailing pollution • Record whale mass-stranding
- 6 Letters** • Performance pressure • Never drag again
- 10 Libby Purves** Not all sailors want more marinas
- 12 Tom Cunliffe** Good seamanship is always required
- 14 Dick Durham** Estonian yachts were chain-sawed
- 50 A good read** CC Lynam's *Blue Dragon* sinks in port
- 112 The Confessional** Readers own up to their sins...

## THE COVER



*The Wauquiez Pilot Saloon 48 handled a choppy test sail with ease, p86. Photo by Graham Snook*

**SUBSCRIBE FOR ONLY £20.49**  
see p81



*Jeanneau  
has approved  
Flexofold  
– for the  
Jeanneau 57*



Flexofold ApS . Denmark . [info@flexofold.com](mailto:info@flexofold.com)  
**[www.flexofold.com](http://www.flexofold.com)**

# YACHTING

MONTHLY

Yachting Monthly, Time Inc. (UK) Ltd, Blue Fin Building,  
110 Southwark Street, London SE1 0SU

## EDITORIAL

Tel: 020 3148 4872 Email: [yachtingmonthly@timeinc.com](mailto:yachtingmonthly@timeinc.com)

## ADVERTISING

Tel: +44(0)20 3148 4889 Email: [michael.beattie@timeinc.com](mailto:michael.beattie@timeinc.com)

## SUBSCRIPTIONS

Tel: 0844 848 0848 Email: [magazinesdirect@quadrantsubs.com](mailto:magazinesdirect@quadrantsubs.com)  
Digital edition: [www.zinio.com](http://www.zinio.com)

### EDITORIAL

**Editor** Kieran Flatt, 020 3148 4861, [kieran.flatt@timeinc.com](mailto:kieran.flatt@timeinc.com)  
**Managing editor** Simon Fevyer, 020 3148 4863, [simon.fevyer@timeinc.com](mailto:simon.fevyer@timeinc.com)  
**Sailing editor** Chris Beeson, 020 3148 4864, [chris.beeson@timeinc.com](mailto:chris.beeson@timeinc.com)  
**Features & news editor** Theo Stocker, 020 3148 4866, [theo.stocker@timeinc.com](mailto:theo.stocker@timeinc.com)  
**Pilotage editor and illustrator** Maxine Heath, 020 3148 4869, [maxine.heath@timeinc.com](mailto:maxine.heath@timeinc.com)  
**Technical editor** Graham Snook, 07966 469186, [info@grahamsnook.com](mailto:info@grahamsnook.com)  
**Editorial assistant** Pippa Park, 020 3148 4664, [philippa.park@timeinc.com](mailto:philippa.park@timeinc.com)  
**Editor at large** Dick Durham, 07534 886777, [dick.durham@btinternet.com](mailto:dick.durham@btinternet.com)  
**Photographers** Bob Aylott, Colin Work  
**Contributors** Libby Purves, Tom Cunliffe, Bill Anderson, Duncan Kent, Ken Endean, James Stevens, Alastair Buchan, Vyv Cox, Bill Caldwell

### MARKETING

**Senior marketing executive** Amy Golby, 020 3148 4287, [amy.golby@timeinc.com](mailto:amy.golby@timeinc.com)  
**International editions**  
Bianca Hamilton-Foster, +44 (0)203 148 5492, [bianca.hamilton-foster@timeinc.com](mailto:bianca.hamilton-foster@timeinc.com)  
**Advertorials & sponsorship** Michael Beattie, 020 3148 4889, [michael.beattie@timeinc.com](mailto:michael.beattie@timeinc.com)

### WEBSITE

**Editor** Stef Bottinelli, 020 3148 4299, [stef.bottinelli@timeinc.com](mailto:stef.bottinelli@timeinc.com)  
**Advertising manager** Ben Leek, 02031484902

### SYNDICATION

**Syndication** [www.timeincukcontent.com](http://www.timeincukcontent.com)  
**Syndication sales executive** Lucy Cox, +44 (0)20 3148 5483, [lucy.cox@timeinc.com](mailto:lucy.cox@timeinc.com)

### ADVERTISING

**Brand manager** Michael Beattie, 020 3148 4889, [michael.beattie@timeinc.com](mailto:michael.beattie@timeinc.com)  
**Account managers** Tom Stevens, 020 3148 4884, [tom.stevens@timeinc.com](mailto:tom.stevens@timeinc.com)  
Simon Spong, 020 3148 4894, [simon.spong@timeinc.com](mailto:simon.spong@timeinc.com)  
**Account executives** Chris Wilson, 020 3148 4891, [chris.wilson@timeinc.com](mailto:chris.wilson@timeinc.com)  
Jamie Coles, 020 3148 4888, [jamie.coles@timeinc.com](mailto:jamie.coles@timeinc.com)  
**Senior sales executives**  
Sam Shaw, 020 3148 4882, [samuel.shaw@timeinc.com](mailto:samuel.shaw@timeinc.com)  
Tommy Sullivan, 020 3148 2001, [tommy.sullivan@timeinc.com](mailto:tommy.sullivan@timeinc.com)  
**Sales executives** Chris Davey, 020 3148 2001, [chris.davey@timeinc.com](mailto:chris.davey@timeinc.com)  
Richard Wolfenden, 020 3148 2001, [richard.wolfenden@timeinc.com](mailto:richard.wolfenden@timeinc.com)  
**Ad production** Peter Burton, 020 3148 2688, [peter.burton@timeinc.com](mailto:peter.burton@timeinc.com)  
**Head of market** Stuart Duncan  
**CONSUMER AGENCY SALES**  
Jeff Jones, 020 3148 4229  
**INNOVATOR (INSERTS & LEAFLETS)**  
Mona Amarasakera, 020 3148 3710

### IF YOU WANT TO STOCK YACHTING MONTHLY

**Retail business manager** Chris Lynn, 020 3148 3333, [christopher\\_lynn@marketforce.co.uk](mailto:christopher_lynn@marketforce.co.uk)

### PUBLISHING

**Managing director** Oswin Grady  
**Publishing director** Simon Owen  
**Group magazine editor** Garry Coward-Williams  
**Creative director** Brett Lewis



**Follow us on Twitter**  
[twitter.com/yachtingmonthly](https://twitter.com/yachtingmonthly)



**Like us on Facebook**  
[facebook.com/yachtingmonthlymag](https://facebook.com/yachtingmonthlymag)

### READERS' SERVICES

#### BUY BACK ISSUES

UK £10, Europe £15, rest of the world £20, post included  
**TEL** +44 (0)1733 688 964 (24hr)  
Live sales 0900 to 1730, Mon-Fri, automated sales at all other times  
**WRITE TO** Unit 6, Viking Trade Park, Newark Road, Peterborough, PE1 5GE  
**BUY ONLINE** [www.mags-uk.com](http://www.mags-uk.com)

### ORDER COPIES OF PAST ARTICLES

£6.95 each, call for latest discount offers  
**TEL** 01202 440832 (Mon-Fri, 0930-1530)  
**EMAIL** [copyreport@timeinc.com](mailto:copyreport@timeinc.com)  
**BUY ONLINE** at [yachtingmonthly.com](http://yachtingmonthly.com)  
(click on 'find YM articles', some only available in black-and-white)

### WHERE TO BUY YACHTING MONTHLY

**TEL** 0203 148 3333

**Time Inc.**

YACHTING MONTHLY is published (13 issues per year) by Time Inc. (UK) Ltd, 110 Southwark Street, London SE1 0SU, United Kingdom. ISSN 0043-9983.

Printed and bound by Polestar Chantry, Brindley Way, Wakefield 41, Wakefield, West Yorkshire, WF2 0XQ.

All UK subscription enquiries: Yachting Monthly Subscriptions, FREEPOST CY1061, Hayward Heath, West Sussex, RH16 3BR. UK tel: 0844 848 0848. Overseas tel: +44 (0)330 3330 233. email: [magazinesdirect@quadrantsubs.com](mailto:magazinesdirect@quadrantsubs.com).

Send overseas orders to Time Inc., PO Box 272, Haywards Heath, West Sussex, RH16 3FS.

Subscriptions rates: (1 year) UK: £63.80, Europe: €122.50, US and Canada: \$142.70, Rest of the World: £112.40.

Conditions of sale: this periodical shall not, without the prior consent of the publishers, be lent, resold, hired out or otherwise disposed of by way of trade at more than the recommended price



shown on the cover (price in Euro subject to VAT), and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of trade or annexed to or as part of any publication or advertising, literary, or pictorial matters.

The 2012 US annual subscription price is \$94.30. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA.

Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Yachting Monthly, Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Time Inc. (UK) Ltd, Blue Fin Building, 110 Southwark Street, London, SE1 0SU, United Kingdom. Air Business Ltd is acting as our mailing agent.



PHOTO: COLIN WORK



*A working knowledge of shipping makes close encounters a lot safer. For useful information and expert advice, turn to p16*

# 'It's easy to see ships as enemies'

It's hard not to see ships as enemies when you're looking at their bows from the helm of a yacht, or worse, tracking their targets on a radar screen. For safety's sake we assume there's just one sleep-deprived person on the bridge who hasn't seen us and won't, or can't, do anything to avoid running us down.

It's a sad state of affairs but hardly surprising – and not just because most ships have grown into leviathans. Yachtsmen and seamen used to understand and respect each other back in the days when half of the world's merchant fleet sailed under the red ensign, but we've much less in common today and we don't understand each other. We rarely even talk on VHF radio.

I've often enjoyed crossing shipping lanes, watching the relentless pace and mind-boggling scale of the great supply chain of globalised capitalism. But it's a different story in poor visibility or a lumpy sea, when I feel like I'm playing a slow-motion but deadly serious version of the 1980s computer game, Frogger.

Most skippers I know have a story or two about close shaves with ships; I'm not going to bore you with mine. What they all have in common is that it's never our fault. We only ever hear one side of the story from other

small-boat sailors so our fear and mistrust of shipping become entrenched. I had to be reminded last summer, by a skipper less muddle-headed than me, that when a yacht crew needs rescuing in mid-ocean it's nearly always a merchant ship that picks them up.

The trick, if we can manage it, is to stay keenly aware and keep a good lookout at all times without falling into unthinking paranoia. While AIS is a boon for collision avoidance, it also helps to have a working knowledge of how various types of commercial vessels are likely to behave, at sea and in harbour approaches. This used to be common knowledge among amateur sailors, but it's become harder to acquire.

In this issue, Rear Admiral Sir John Lang distils a lifetime's experience of seafaring – in merchant ships, warships, submarines and a variety of sailing yachts, and as former head of the Marine Accident Investigation Branch (MAIB) – into eight pages of useful information and advice. If you'd like to know what sort of ship that is on the horizon, where she's likely to be going, how manoeuvrable she is, who's on the bridge, how much sleep they've had and more, turn to p16.



PHOTO: GRAHAM SNOOK

**Kieran Flatt, editor**  
[kieran.flatt@timeinc.com](mailto:kieran.flatt@timeinc.com)

**Yachting Monthly is also available to buy – as a single issue or a subscription – on tablet. Simply search your favourite app store...**

available on  
**kindle fire**

Available on the  
**App Store**

**NOOK** HD+

*Kieran*



# Border Force ramps up scrutiny of yachts



PHOTO: ALAMY

**A Police operation in Cuxton Marina in Kent caught a gang smuggling weapons into the UK. The haul included assault rifles (right) machine pistols, silencers and ammunition**



PHOTO: NATIONAL CRIME AGENCY

Leisure sailors can expect increasing scrutiny from the UK Border Force (UKBF) and other security services. In a new report, the UKBF said it must address security gaps around the British coast, amidst growing pressure from criminal gangs and people-smugglers.

Chief Inspector of Borders and Immigration David Bolt wrote in his report on Britain's security at small ports and airports: 'Border Force recognised that its knowledge of the threats and risks associated with general maritime was poor and needed to improve.' The report highlighted that only 392 yachts nationally made customs declarations in 2014, a tiny proportion of yachts coming into and out of the UK each year.

Retired border officer Alan Dunn commented that UKBF was losing ground: 'The East Coast

is much more open than it was, much more vulnerable.' As little as one per cent of traffic was checked in one port where he worked, due to staff cuts, he said.

A weapons haul reported to be the largest ever smuggled into

the UK was found on a motor cruiser in Kent in August 2015. The boat was offloading in Cuxton Marina on the Medway when Police officers found a cargo of

22 automatic assault rifles, nine machine pistols and 1,000 rounds of ammunition.

People-smuggling of migrants is also attracting criminal gangs. Wealthier migrants are paying as much as £10,000 each to be smuggled into the UK using yachts and light aircraft, according to the *Daily Telegraph*. Frenchman David Turpin, who claimed to be a fisherman, was arrested in November when his

powerboat broke down. He was caught near Deal in Kent with 16 lifejackets and no fishing gear on board. Five Iranian migrants were also rescued in February this year, three miles from Calais with severe hypothermia in a Force 9 gale, after their small open dayboat got into difficulty.

To bolster security, 100 field intelligence officers are working with National Coastwatch Institution volunteers, harbourmasters and other voluntary groups to gather intelligence on small craft traffic.

A Home Office spokesperson said: 'Border Force vessels are deployed to intercept suspicious small craft travelling to the UK and we work with law enforcement and other partners

to increase our enforcement capability in our territorial waters.'

There is some evidence that more yachts are now being tracked by both French and British border agents in the English Channel. Using small boats to get into the UK is not yet a major route, however. A Home Office statement said: 'The risk of people smuggling into the UK via the general maritime route is not currently assessed as being significant. However, we remain vigilant to changes in methods.'

Project Kraken, a National Crime Agency, Police and Border Force initiative to increase coastal security, is urging vigilance. 'We are keen not to scaremonger but, people who live and work near the water will quickly spot something that is out of place,' a spokesman said.

Suspicious activity can be reported to Project Kraken by phone on 101 or 0800 555 111.

**'The East Coast is much more open than it was, much more vulnerable'**

**UK Border Force cutters monitor movement around the coast to prevent illegal traffic**



PHOTO: ALAMY





Follow us on Twitter  
twitter.com/yachtingmonthly



Like us on Facebook  
facebook.com/yachtingmonthlymag

NEWS

# Olympic organisers refuse to move sailing events to cleaner waters

Olympic sailing races will go ahead in Rio de Janeiro's Guanabara Bay this summer, despite failures to tackle chronic pollution. Sailors are concerned that debris in the water might hamper races and dirty water could make competitors ill.

The Rio 2016 Organising Committee has resisted calls to move the sailing from Marina da Glória to the cleaner and established sailing centre of Búzios, 100 miles east. They have declared the waters safe, but, according to Associated Press (AP), have only tested bacteria.

AP has independently tested water samples from the sailing areas over the last year for bacteria and viruses including adenovirus and fecal coliforms, both markers of sewage contamination. AP reported that viral levels were 30,000 times higher than US, UK and European limits, a similar viral load to that of raw sewage.



British sailors are looking forward to the Olympics, despite pollution

PHOTO: OCEAN IMAGES/BRITISH SAILING TEAM

Peter Sowrey, chief executive of World Sailing until December 2015, argued to move the sailing event, but left the role after five months, claiming he was voted out by the board for his views.

German 49er sailor Erik Heil developed an MRSA infection after a test event in 2015 and believes it was caused by water contamination in Guanabara Bay.

The British sailing team, however, is not unduly concerned. Spokeswoman Lindsey Bell said: 'Water quality in Rio hasn't prevented the team making several training trips there. Our sailors use hygiene measures, such as disinfecting sailing kit and using antibacterial mouthwash.'

The 2016 Olympic sailing will run from 5 to 21 August.

## Largest ever whale mass-grounding

29 sperm whales have stranded in the southern North Sea since mid-January in the biggest mass-grounding event since records began in 1913. The casualties, mostly young male sperm whales, were found on the North Sea coasts of England, Germany and Holland. Human activity is not thought to be to blame.

Sea Watch Foundation said the whales were probably feeding



Four whales stranded on the beach in Hunstanton, Norfolk in January

PHOTO: ALAMY

on squid in the Norwegian Sea but moved south and became disorientated in the shallow water. There have been 14 mass strandings in the North Sea since the 16th century.

At the same time, the Zoological Society of London reported that 1,000 orca and dolphin deaths in Europe were linked to banned toxic polychlorinated biphenyls (PCBs).

## IN BRIEF

### Sunsail yacht found

A Sunsail catamaran, lost at sea on delivery from South Africa to Thailand, has been found. The capsized yacht was 40 miles off the coast of South Africa. There was no sign of the crew.

### Peter Lewin

Peter Lewin, advertising sales manager of YM until 1995, has died aged 84. He introduced the Tréguier stop-over in the YM Triangle Race, and his time at YM coincided with a golden age of yachting magazine publishing.

### Europe's biggest brokerage sale

Ancasta's 2016 Spring Collection boat sale will run from 25 March to 3 April 2016 with a huge range of boats on display and special offers for buyers and sellers.

### Edinburgh Marina approved

A £300m, 300-berth marina and boatyard in Granton Harbour, close to central Edinburgh, has been approved for development.

### Fawley power station marina

The iconic power station at Fawley near Southampton could be demolished and replaced with a marina and flats. Plans will be submitted later this year.

### Yacht insurance bomb scare

A disgruntled yacht-owner has been arrested in Liverpool after a hoax bomb scare. David Norris threatened staff at GJW Insurance with a suspect package, claiming they had cheated him of money.

### All Wales Boat Show

The All Wales Boat Show will not be held in 2016, but it will be held in Conwy in 2017.



The  
SYSTEMS SOLUTION  
for GLAZING

t: 023 8045 4507

e: SALES@VETUS.CO.UK | WWW.VETUS.COM



CREATORS OF  
BOAT SYSTEMS

- Quality engineering
- Innovative design
- Competitive pricing
- Guaranteed compatibility
- Unrivalled warranty

ENGINES | STERN GEAR | FUEL | INSTRUMENTS | FRESH WATER | WASTE WATER | MANOEUVRING | ELECTRICAL | STEERING | HATCHES | VENTILATION

# LETTERS

**EMAIL** [yachtingmonthly@timeinc.com](mailto:yachtingmonthly@timeinc.com)

**POST** The Editor, Yachting Monthly, Blue Fin Building,  
110 Southwark Street, London SE1 0SU

Please send us your letters in less than 200 words

Most letters are edited for brevity. You can read more correspondence, online, at [www.yachtingmonthly.com/letters](http://www.yachtingmonthly.com/letters)

## WIN A BOTTLE OF RUM

The letter of the month wins a bottle of Pusser's Rum, produced to Admiralty specification and served daily to every sailor in the Royal Navy for more than 300 years (UK residents only) [www.pussers.com](http://www.pussers.com)



## LETTER OF THE MONTH

### Can you perform under pressure?

I bought *Venezia*, my first boat, three years ago. I attended an RYA diesel maintenance course, had all the right tools and spares, but due to time pressure I had the engine serviced by a local marine engineer. I felt confident that I could change anything in an emergency and off I went.

This year I decided that I would service the engine myself. Getting the drain plug out of the pre-filter was a fiddle, and only by chance did I have a small enough bottle to drain fuel into. Then I had to reseal the filter and ended up with a quite a leak. Finally, when I started the engine, it didn't run for long because I hadn't pulled enough fuel through with the lift pump.



*The pre-filter catches gunk from the fuel tank and needs checking regularly. How accessible is yours?*

It's very lucky that the first time I changed the filters and impeller wasn't in rough sea near a lee shore. I am now wracking my brains for any other jobs that I may need to do in an emergency so that I can practice in a marina berth.

**Simon Fawthrop**

### 'Bump start' an engine

In the Question of Seamanship *How would you cope with flat batteries?* (Feb 16) there is an assumption in Bill's reply that no consideration would be given to starting the engine. Perhaps that is the case in modern yachts. However, faced with this problem in our 30-plus year-old Rustler 31, I would at least try.

The original Bukh engine has a hand start with decompression. If we're sailing fast enough it can be 'bump started' off the propeller. I should add that a secondary iPad, emergency navigation lights with batteries, handheld VHF radio and paper charts could be used. Have I lost the skills to use them properly? Probably. I will now be looking for a suitable torch and handheld GPS, just in case...

**David Durling**



*A small petrol generator gives you power on tap when you're sailing off-grid*

### Help identify these buttons

In my large collection of yacht club buttons, these two have remained unidentified for a number of years. Is it possible, bearing in mind your large circulation, to print the images in the hope that someone, somewhere will recognise them?

**Des McLindon**

**Which yacht club do these buttons represent?**

### Navigating when the batteries have gone flat

Another answer to the 'Question of the month' (Jan 16) is the free Saildroid app (others are available). I do not own a tablet or handheld GPS, but if I did lose all power and thus the

use of the chartplotter and GPS, the Saildroid smartphone app provides a GPS fix anywhere, regardless of mobile reception. It's a quick and reliable way of confirming that the estimated position on the paper chart is correct, for free.

**Andrew Thomson**



*If your batteries die and your chartplotter powers down, a smartphone app can save the day, writes Andrew Thomson*

### Portable power

Bill's Question of Seamanship about flat batteries (Feb 16) highlights many private nightmares. For those with the locker space I recommend Honda's small 1000w generator.

When spending days at anchor (I seldom visit marinas) I set it up on the sidedeck for the odd hour, and it copes with the electrical drain caused by fridge or heater, depending on the time of year. In a real emergency it can recharge the batteries from flat, enough to get an engine start, in an hour or two. I run it with the onboard 40A multi-stage charger using the Honda's 240v AC output rather than rely on its small 12v DC output.

**Terry Bailey**

PHOTO: TERRY BAILEY

PHOTOS BELOW: DES MCCLINDON

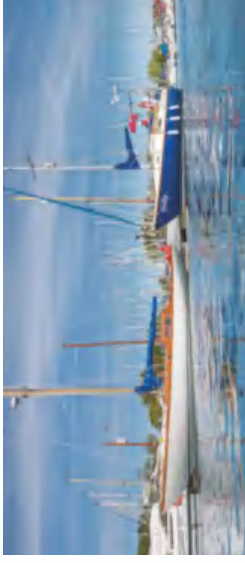
PHOTO: GRAHAM SNOOK

WWW.TIMEINCUKCONTENT.COM





FOR A FREE  
TRIAL NIGHT  
AND A QUOTE  
PREMIERMARINAS.COM



## UPGRADE TO A PREMIER MARINA. YOU'LL LOVE THE DIFFERENCE.

*The best thing about Premier Marinas is its welcoming staff and superb customer service. But we know you want it all, so we continue to invest in making your time with us perfect - from luxury facilities to new boatyards, self-serve fuelling, new restaurants and more. But don't just take our word for it, call now for a free trial night and find out for yourself why over 90% of our customers think we are good or excellent.*



42 FREE VISITOR NIGHTS AT ANY PREMIER MARINA | FUEL AT COST | 8 WEEKS STORAGE ASHORE | BOATYARD DISCOUNTS | OPTION TO CHANGE MARINAS | QUALITY WIFI

EASTBOURNE 01323 470099 | BRIGHTON 01273 819919 | CHICHESTER 01243 512731 | SOUTHSEA 023 9282 2719 | PORT SOLENT 023 9221 0765 | GOSPORT **WITH ENDEAVOUR QUAY** 023 9252 4811 | SWANWICK 01489 884081 | FALMOUTH 01326 316620



PHOTO: COLIN WORK



Using cheap Christmas lights and an LED cluster on the boom end, this anchored boat was much easier to see

## We need more common sense on Colregs

Small-craft lights have always concerned me but a certain amount of common sense should be applied. For example, in Chichester harbour a boat should be readily pinpointed by its anchor light, but if you are alone at the top of a creek in the middle of winter then it might not be so necessary.

I like the idea of using Christmas lights. With the introduction of LEDs, why not have the forestay and backstay illuminated? Anything that can make you more obvious to other vessels should be welcomed.

I also think that the existing rules on navigation lights should be looked into. In my opinion, they should be larger and brighter than they currently are.

**Richard Smith**

## We don't need to change the Colregs

As a seagoing Master Mariner and a keen yachtsman, I follow many of the initiatives that YM undertakes with interest. When it comes to Rule of the Road I feel that greater analysis would be beneficial. In your recent article *Why anchor lights are inadequate* (Feb 16) lies an interesting example.

I suggest that you look at Rule 30 the other way around. The aim of the rule is to make the vessel as visible as possible with a series of opt-out clauses as vessel length reduces, to assist with the practicality of compliance. Throughout the rules two critical words appear: 'may' and 'shall', so altering rule 30 is not required. The obligation is on the skipper to make sure his vessel is adequately lit but without being overly prescriptive. I do, though, wholeheartedly agree that an anchor light 18m up is not helpful. The option to adjust sits with the skipper, but as is so often the case people take the easiest option.

**Richard Davies**

## Always brief a co-skipper

Regarding your Question of Seamanship (Jan 16), if I was the skipper swimming in the Bay of Biscay watching the yacht sailing away under spinnaker in roughening conditions, I might wish I had appointed someone to take control in my absence. I would certainly wish I had told them to press the MOB button in order for them to have any chance of finding me once the boat was under control!

**Alexander Hoare**

## Regulate pot buoys

The RNLI has, at great expense and risk, rescued 1,197 people in the last two years because of fouled propellers, so why is it acceptable that pot buoys have not been regulated? Such hunting methods used on land would be banned as a public danger.

Anyone who has dodged pot buoys from pop bottles to beer barrels and their long floating pick-up lines, during the day or night, must wonder why this antiquated method of fishing is allowed to continue.

Pot buoys should be at least the size and reflective colour of traffic cones, lit with a strobe light, set away from sailing routes and their position registered on a dedicated website. Their lines should not float and the owner's registration number should be displayed clearly so that any deviation from the requirements allows the full cost of rescue and repair to be recovered.

**Tony Barlow**

PHOTO: ALAMY



Pot buoys should be more conspicuous, and their positions logged, writes Tony Barlow

## Never drag again

*How to anchor like an expert* (Jan 16) seemed to miss the most effective holding in strong winds, which is to attach a second anchor to the chain of the first.

My second anchors, a 10kg fisherman and a 15kg Rocna, both have 5m of chain and 60m rope, and the type of ground dictates which I use. The point of attachment depends on depth, so let's assume 15m. Drop 30m of main anchor, attach the end of the chain on the second anchor to the chain of the main anchor, using a shackle or Dyneema, and let out another 20m. The 60m of rope means you can retrieve the second anchor if the attachment fails. I have never dragged in high winds in the West Indies, Bahamas and all around the Med.

**Peter Tabori**



CHART: MAXINE HEATH

Killala Bar on the left, Moy Bar on the right. Nigel's anchorage would have been in Bartragh Pool, halfway up the channel to Killala pier

## Crossing the right bar

Warm congratulations to Nigel Calder for his excellent and vivid piece *The wrong way around Ireland* (Feb 16) about sailing the west coast of Ireland. He chose some unusual and out-of-the-way places to drop his hook – I might mention Doonbeg, Paradise and Barrow Harbour. There's a touch of class about that. His caution about the limitations of chartplotters in many places – showing the boat travelling over land – is spot on, and a salutary reminder of the need to use all available means on this challenging coast.

One small correction, for safety's sake: he refers to crossing the Moy Bar to get into Killala, but I fear he mixed his bars. While Killala does have a shallow bar, with three good sets of leading marks as Nigel describes, the bar at the entrance to the River Moy, two miles away, is more exposed and among the most difficult river entrances in Ireland. With mobile sandbanks and no leading marks, it's a white-knuckle job. We did it in a Sigma 33 in 1994, and Michael Brogan of the Irish Cruising Club (ICC) took his Galway hooker *MacDuach* in last year. He wrote: 'I would not recommend doing it without a local pilot' – and this from a man who has sailed the Northwest and Northeast Passages! I put pilotage details for the Moy into the *ICC Sailing Directions* in 2001, and took them out again in 2006.

**Norman Kean**



# Protection from Fouling: You're in safe hands with us.

As a boat-owner, it could be your most important task: protecting your vessel from the damage and expense of fouling. That's why you need the assurance of a name that's trusted globally. A name that stands for quality and knowledge. We've been working in the yachting industry since 1881, developing world-leading technologies to create the antifouling products you need today.

**AkzoNobel**

# Libby Purves

Why does a harbour or town wanting to attract sailors assume that the only thing to do is build a big marina?



I have been brooding about harbours, what we cruising yachtsmen want and what we ought to tell the industry, our local authorities and tourist authorities abroad. Yachts and 'leisure boating' in general are now considered important interests, alongside commercial shipping and fishing. We ought to make ourselves heard – not just RYA legal matters, but subtler, aesthetic matters that are hard to represent en masse. Sometimes we should murmur our desires in the relevant ear. Especially those desires that may seem counter-intuitive.

Because the industry, such as it is, seems to think that what we want is more marinas. Huge, secure marinas surrounded by razor-wire like prison camps; or smaller ones, taking concrete bites out of peaceful estuaries as well as filling disused docks. They think we want to potter between one set of Walcon pontoons and the next, expecting ritzy shower-blocks and WiFi. They think, to be blunt, that we're waterborne caravanners. Therefore, even the more secluded harbours of the British Isles, Ireland and Western Europe build marinas and think it will fulfill our desires, even if the one we slot into for the night is, for the most part, basically a parking-lot for seldom-used plastic motorboats.

They don't remember that some of us are romantics, and took to the sea in the first place because it is different, and temperamental, and a way to find beautiful and historic foreshores and inlets. We like to lean on a harbour wall as the tide goes out, or drop anchor in a peaceful roadstead, row ashore in the quiet of the evening, wash in a bowl in the cockpit and spit over the side as we brush our teeth (yes, we do. Quiet there at the back, you've got your caravanny shower-blocks).

So when we grow to love a harbour, we sometimes take it amiss when a jangling, clanking, barbed-wire bog-standard marina is the only place to stop the night. No rafting up alongside the pier, no anchoring space, no moorings. We think our boats are beautiful (well, some of them) and enjoy rowing round

them, coming home to a swaying anchor-light, waking with a sunrise all around. And even when we're not in remote waters, we want that feeling. And we won't get it in a marina.

So, when an attractive locality – here or abroad – starts to like the idea of getting yachts to come in and spend money in the pubs and shops, it should think twice or three times before assuming that the only thing to do is to build an expensive floating boat-parking lot. There are places that have done this and recklessly spoiled their

original charm; not least their attractiveness in the empty winter season (few things drearier than a deserted marina in February, where once the wild birds flew and the open water rippled).

Of course they are right about quite a lot of cruising families, either new skippers nervous of anchoring, or families in which various members have sworn never to trust an outboard again, or rebelled after too many dinners ashore being eaten with wet bums from the Avon with lifejackets under the table. There are cries of 'We're not going into Mudhaven! For God's sake George, let's stand on for Marinaport and have a proper wash while the kids do Facebook!'

But there are compromises. Some of the nicest harbours have, rather than extending their pontoons way beyond local need, laid a slew of visitors' moorings – single or multiple – and, here's the clever bit, set up a cracking good water-taxi service to whisk you to the civilization of shore and shower-block. You can still feel as if you are adventuring, watch the sunset and moonrise across the quiet water beyond your guardrails, and get the sense of voyaging to new places, rather than another unit slotted in between rows of sad empty boats. You keep your bum dry on the way ashore and can be glad that a local lad has the water-taxi job. Result. ▲

*'They think, to be blunt, that we're waterborne caravanners'*

## Listen to the podcast

EVERY MONTH LIBBY RECORDS  
A PODCAST OF HER COLUMN

Listen online or download via:

[www.yachtingmonthly.com/podcasts](http://www.yachtingmonthly.com/podcasts)







# Vulcan

## Chartplotters

Perfect for Sailors

# The must have for all sailors

This versatile chartplotter with multi-touch and pinch-to-zoom, now available in a 5" or 7", comes packed with innovations for sailors. Vulcan integrates with your on board instruments to unlock award-winning sailing features including SailSteer™ and Sailing Time. With built in Wi-Fi, keeping up to date with all the latest sailing apps and services is easy. It is easy to expand the Vulcan series by adding components such as ForwardScan, autopilots and entertainment hubs.

GPS	10HZ GPS	SAILINGTIME
MULTI-TOUCH		WIRELESS
NMEA 2000®		WIND PLOT
SAILSTEER™		GOFREE™ SHOP
LAYLINES		FORWARDSCAN®



Chartplotter



Instrument Display



Sailing Features



[www.bandg.com](http://www.bandg.com)

# B&G

A Passion for Sailing

# Tom Cunliffe

Many of us sail bigger boats now than we ever dreamed of, but good seamanship is still required, whatever kit you have



**E**aster is upon us again, reminding me of the first time I crossed the Channel as skipper of my own boat. My wife and I set out for Cherbourg from Hamble on Good Friday in our 22-foot centreboarder, built in 1932 with a freeboard measured in inches rather than feet. Her power unit was a 4hp Stuart Turner, which, as any old hand will tell you, was about as much use as nothing at all. We knew little, we had no oilskins, no radio, and navigation was by dead reckoning, but we managed well enough outward bound, making the passage overnight so as to pick up the lighthouses at dawn for a fix.

Coming home was a different matter. A stiff breeze filled in from the north and as we beat into the ever-rising seas, the centreboard case, which was open at the top like a dinghy's, began to squirt gallons of water into the cabin. Our dainty brass stirrup pump kept us afloat but by the time we finally bore away up the Needles Channel I'd been at the helm for 24 hours and was in such a state I thought the Bridge Buoy – black in those days – was a yacht with a flashing light at the masthead. My wife, on her first passage, had kept me going by passing up hot water bottles to stuff up my jumper. We had much to learn.

These days many of us sail bigger yachts than we ever dreamed of in our youth. Our horizons broaden in proportion with waterline length and engine power. It's a delight, therefore, to find that people still go cruising in boats with passage plans revolving around 80 or maybe a 100 miles in 24 hours rather than the 150 many of us now look to with confidence.

One of the jobs I perform for Queen and Country is to be half of a panel of two who judge the Old Gaffers Association Cape Horn Trophy. The criteria for this award are loose but they boil down to exemplary seamanship. The world today is so full of super-heroes executing impossibly fast passages in three-legged machines on foils, that reading well-crafted logs of simple trips made without fuss in ordinary

boats makes a refreshing change. This year, two citations stood out.

The runner-up, with 'special mention in dispatches', was Clive Robertson for his extraordinary athleticism and quick thinking when a line on an Essex smack slipped its

pin. One thing then led to another, as we all know too well that it can. The line somehow snagged the hatch boards over the fish hold and flipped them up. A baby was asleep underneath and tragedy seemed inevitable until Clive, in defiance of

Newton's Laws, somehow grabbed the heavy boards before they could fall onto the little lad below. His action probably saved the baby's life.

Had the trophy been awarded like a military medal for courage in the field, Clive would have carried the day. Instead, with overall seamanship in mind, the award went to Roy Hart for a cruise to St Malo and back to Burnham in his 19ft half-decked Memory class gaffer, *Greensleeves*. Roy coped with winds nudging gale force, handled calms and rode the mighty tides of the St Malo bight with quiet aplomb. Then he brought his tiny ship home again up-Channel, past tide-gate after tide-gate, through the Dover Strait and finally across the Thames Estuary without incident.

Roy describes *Greensleeves* as boasting 'two seven-foot berths, a cooker and sink, a red and black bucket, plus a good sail wardrobe'. His log also mentions a number of modifications to the boat's standard fit-out, all inexpensive and executed in a seamanlike manner. The twin essences of seamanship have always been self-help and simplicity. You don't have to be rich to go to sea for pleasure. Roy has 52 years of experience, yet his joy is still a pocket-sized boat, well found and well sailed. Would that I could have sat at his feet all those years ago. ▲

*'The twin essences  
of seamanship  
are self-help  
and simplicity'*

## Listen to the podcast

EVERY MONTH TOM RECORDS  
A PODCAST OF HIS COLUMN  
Listen online or download at:

[www.yachtingmonthly.com/podcasts](http://www.yachtingmonthly.com/podcasts)





# Your *nest egg* could become a valuable source of income PROFITS.

Fig. 1:  
*An ordinary  
nest egg*

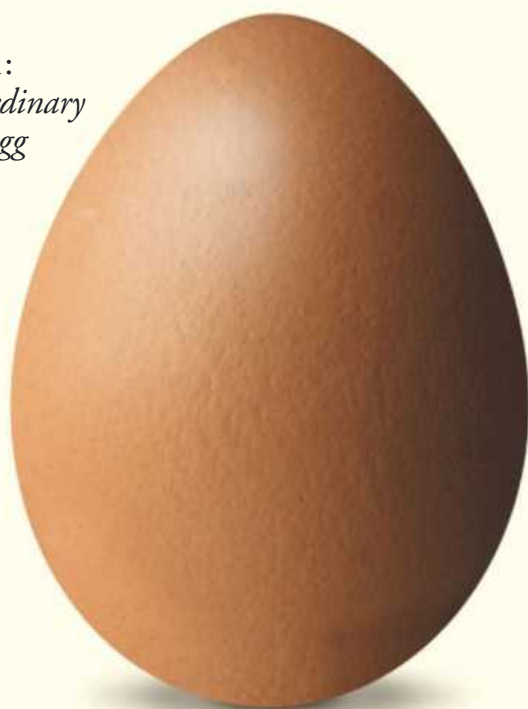


Fig. 2:  
*A more  
valuable  
nest egg*



**F**OR YEARS, cracking open your retirement nest egg and converting it into an annuity was your only option. But following the changes in the law last year, you can now fashion your nest egg into a valuable source of income Profits. Of course few know more about these gems than the Artemis hunters. We have expertise in income both at home and abroad. From

both bonds and equities. And in each case, our hunters have a glittering reputation. The decision to access your pension savings is an extremely important one. Before you do so, Artemis strongly advises you to seek advice from a financial adviser to help you to understand your options. Please remember that past performance should not be seen as a guide to future performance.

The value of an investment and any income from it can fall as well as rise as a result of market and currency fluctuations and you may not get back the amount originally invested.

  
**ARTEMIS**  
The PROFIT Hunter

**0800 092 2051    [investorsupport@artemisfunds.com](mailto:investorsupport@artemisfunds.com)    [artemis.co.uk](http://artemis.co.uk)**

You can obtain independent guidance from Pension Wise ([pensionwise.gov.uk](http://pensionwise.gov.uk)), a government service aimed at helping you understand your options. Issued by Artemis Fund Managers Limited which is authorised and regulated by the Financial Conduct Authority ([fca.org.uk](http://fca.org.uk)), 25 The North Colonnade, Canary Wharf, London E14 5HS. For your protection calls are usually recorded.

# Dick Durham

A long-forbidden cruising ground has opened up as the shadow of history finally recedes over Estonia



The first thing I noticed, while leafing through the tourist board bumpf in the room of my Tallinn hotel, was barely a mention of what I'd been invited to Estonia to promote: the coast. And yet this tiny country has two thousand miles of coastline washed by the Baltic Sea and its 1,520 islands sport more than 150 harbours!

Over dinner at the Kalev Yacht Club, I discovered that during the 'Soviet time', from 1940 until 1991, Estonians were banned from the beach, their boats were chainsawed into kindling, sailing was forbidden, and soldiers checked the ploughed coastal fields every morning for footprints. Even Estonians needed visas to visit Estonia's off-lying islands.

After five decades behind the Iron Curtain the forbidden coast became a mental block that lurked deep in the psyche of many Estonians. As the club commodore, Kalev Vapper, said: 'We lived with a fence around the club from the Soviet time. This year I suddenly noticed it and removed it and now we have access from the road. I realised I had a fence across my mind.'

Club manager Idrek Ilves agrees: 'Our job now is to open up our coast to the world, because in the Soviet time we were living in a bubble.'

Yachts and sailing – the pastime of decadent capitalists – was anathema to Communist Party apparatchiks, until Moscow was awarded the 1980 Olympics. Then Tallinn was host to the sailing events and although the yacht 'uniforms' were frowned upon as not being proletarian enough, the ideological myopia started, momentarily, to lift as Estonian sailors got results for the Soviet team.

Nationalism has become a dirty word to many liberals in the West, yet throughout Estonia I found the clever, friendly and welcoming people, of all ages, were united by traditional costume, folk dancing and most important of all the national sing-songs they hold in giant arenas where they harmonise their solidarity.

Some ethnic Russians wonder if perhaps they would be less isolated, more secure, as part of a federated Russia. Estonia is, after all,

a tiny pimple on the back of the great Russian bear. For them is reserved a Grimm-style fairy story. It goes like this: a man who welcomed the Russians in and who once enjoyed playing Chopin and Liszt, now can only listen to the Balalaika. The brandy he once enjoyed has been

replaced by vodka. The house he once owned now belongs to the state and he must share it with his Russian father, mother and grandparents. To this cautionary tale, Kalev Vapper adds: 'And the Swan 45 you love sailing? Forget it.'

At the end of my visit Egon

Elstein, president of the Estonian Yachting Union, took me to the Hotel Viru overlooking the marinas of Tallinn. The country's first skyscraper, Hotel Viru was built for and formerly owned by Intourist, the Soviet travel agency, to amass foreign currency and also evidence of sedition.

On the 23rd floor, a hotel staffer unlocked the doors to a secret KGB office. Untouched since they abandoned it 25 years ago, half-shredded documents lie scattered over the floor, obsolete listening devices sprout balding wires and tin helmets hang on walls. We were shown dinner plates fitted with microphones, cameras in peepholes and an exploding purse. The latter was used to 'recruit' guests as spies. Planted in a corridor, anyone who opened it was sprayed with indelible dye, which could only be removed with from a security service officer who promised not to act on the finder's greed in return for reports on insurrection. The office smelled of dust, the legacy of a failed system.

On my last night I leafed once more through the tourist brochures. On the back of a guidebook called *Visit Estonia, Fun at Every Turn* was the statement: 'The Republic of Estonia is a member of the European Union, and NATO.' Just in case anyone needs reminding. ▲

*'Their boats were chain-sawed into kindling, sailing was forbidden'*

## Listen to the podcast

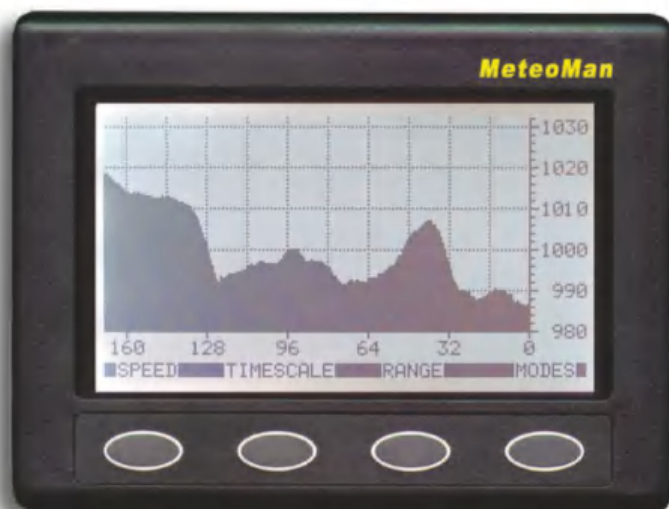
EVERY MONTH DICK RECORDS  
A PODCAST OF HIS COLUMN  
Listen online or download via:

[www.yachtingmonthly.com/podcasts](http://www.yachtingmonthly.com/podcasts)





# To sea or not to sea?



## METEOMAN BAROMETER

Precision barometer provides an accurate, high resolution barograph recording in excess of five days data of barometric pressure

**£145 inc vat**



## CLIPPER EASY NAVTEX

Easy it is to read new navtex receiver features big, bold characters and intuitive message formatting. Panel mounted and supplied complete with antenna

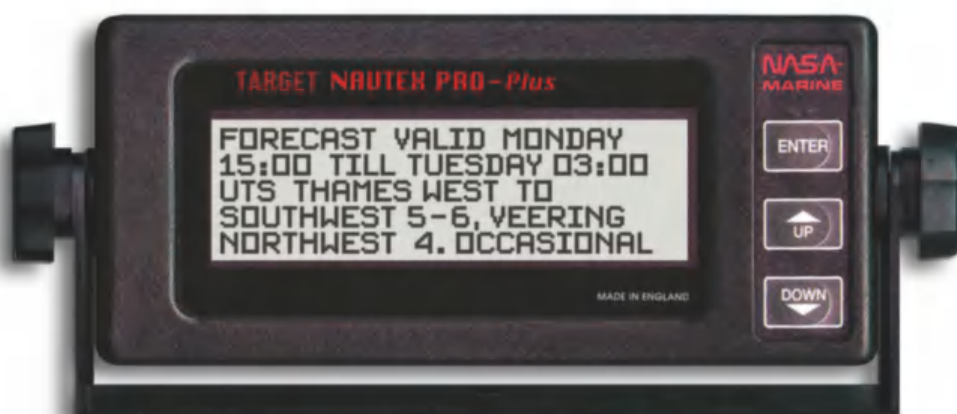
**£285 inc vat**



## TARGET HF3/W SSB RECEIVER

Supplied with PC CD software to receive weatherfax pictures, RTTY forecasts from the German National weather service (DWD) and navtex. Also receives world service, marine net etc. Requires PC Win XP / 7

**£235 inc vat**



## TARGET NAVTEX PRO PLUS V2

New larger text for easy message viewing. Cradle bracket mount 518 & 490kHz reception. Supplied complete with antenna

**£247 inc vat**



## PC NAVTEX PRO USB

Receives and stores 518 & 490kHz navtex messages for later download to PC\*  
Supplied complete with CD software and antenna.  
\*Requires PC WIN 98 to 8

**£135 inc vat**





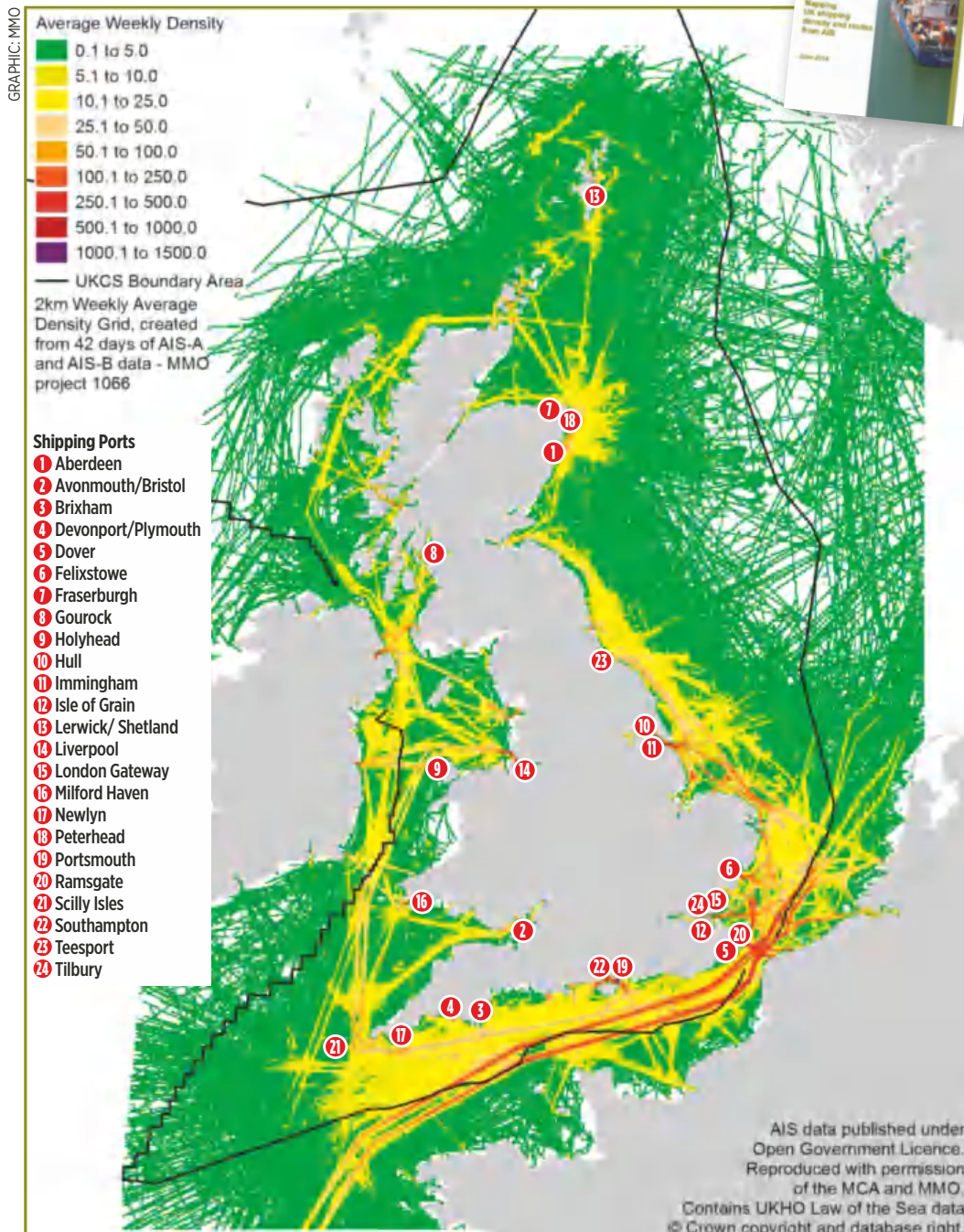
# EXPERT ON BOARD

Rear Admiral John Lang, also a yachtsman, commanded two submarines and a frigate. He retired in 1995 to head the MAIB from 1997-2002



## A yachtsman's guide to shipping

*The graphics in this article are taken from the Marine Management Organisation (MMO) report Mapping UK shipping density and routes from AIS (July 2014). Conducted by ABP Marine Environmental Research using data from the Maritime and Coastguard Agency, the project tracked shipping using AIS A and B over 12 seven-day periods throughout the year between 2011 and 2012. This one shows overall UK vessel density*



To stay safe around shipping, it pays to understand the different types of marine traffic. John Lang explains all

It is easy to take shipping for granted. So long as supermarket shelves are stocked and there's fuel in forecourt pumps, the average person ashore has absolutely no interest in how goods and fuel reach us, yet every ship has a story to tell. Each contains a tiny community of people trying to do a good job in a testing environment.

The small boat sailor has a unique opportunity to see these ships relatively close up. How are they operated? What pressures do they face? How might their watchkeepers react to a small craft ahead? A little understanding about our fellow seafarers can make life more interesting and safer for us all.

Such knowledge can embrace an awareness of the routes they are likely to take, their method of keeping a lookout, an idea of speed, rate of turn, and any restrictions on their ability to manoeuvre.

### Analysing traffic density

Most traffic from the Atlantic en route for Northern Europe, the Baltic and the Nordic countries passes through the English Channel and the Dover Strait. It is the world's busiest waterway, averaging over 400 commercial shipping movements a day.

There is a substantial short sea trade. Dover is Europe's busiest ferry port. Hull on the east coast, Portsmouth on the south and Liverpool and Holyhead on the west all operate ferry services to the Continent or Ireland. Product tankers, feeder container ships and small cargo ships link smaller harbours with large terminals at home and abroad.

Shipping concentrates in the approaches to our main cargo handling terminals on the Firth



*We share the same waters as our fellow seafarers, but while we play, they work – and work hard*



## **‘How are they operated? What pressures do they face? How might their watchkeepers react to a small craft ahead? A little understanding can make life more interesting and safer for us all’**

of Forth, Humber and Thames Estuary, the Solent, Milford Haven, the Mersey and the Clyde. Immingham is currently the UK’s largest port by volume and Felixstowe is our busiest and biggest container port. Southampton leads the way with car carriers and cruise ships, Milford Haven is the largest energy port while Aberdeen has the largest number of ship movements servicing the North Sea offshore sector.

### **High level of traffic**

Wind farms involve a high level of support traffic. The London Array, for instance, is the world’s largest offshore wind farm with much of the support traffic operating out of Ramsgate.

Elsewhere, nearly all commercial traffic follows well defined tracks between turning points off headlands and

established navigation marks, or the entry and exit points of a Traffic Separation Scheme.

Naval activity is concentrated on Portsmouth, Devonport and the Clyde with most operational sea training taking place in designated areas to the south and south-west of Devon and Cornwall, and in the north-west approaches to the British Isles.

Small day fishing boats are ubiquitous but larger British- and EU-registered vessels will be largely confined to Scottish waters and in the south-west. The UK’s leading fishing port is Peterhead, followed by Lerwick and Fraserburgh. Brixham is England’s premier fishing port, ahead of Plymouth and Newlyn. Once at sea, a fishing vessel’s actual path will be determined by where the skipper judges the next catch to be or his pots have been laid. ➔

## **TRACKING TRAFFIC YOURSELF**



**As part of your passage planning, you can check online to find out what shipping to expect on passage**

To accommodate or avoid traffic while passage planning, use AIS websites such as [www.marinetraffic.com](http://www.marinetraffic.com) or [www.vesselfinder.com](http://www.vesselfinder.com). AIS is not infallible. Some vessels may not feature, some information may be inaccurate, but the broad picture of shipping concentrations can be seen in the comfort of one’s home.

PHOTO ABOVE: GRAHAM SNOOK/YM

MARINETRAFFIC.COM



# Cargo ships and tankers

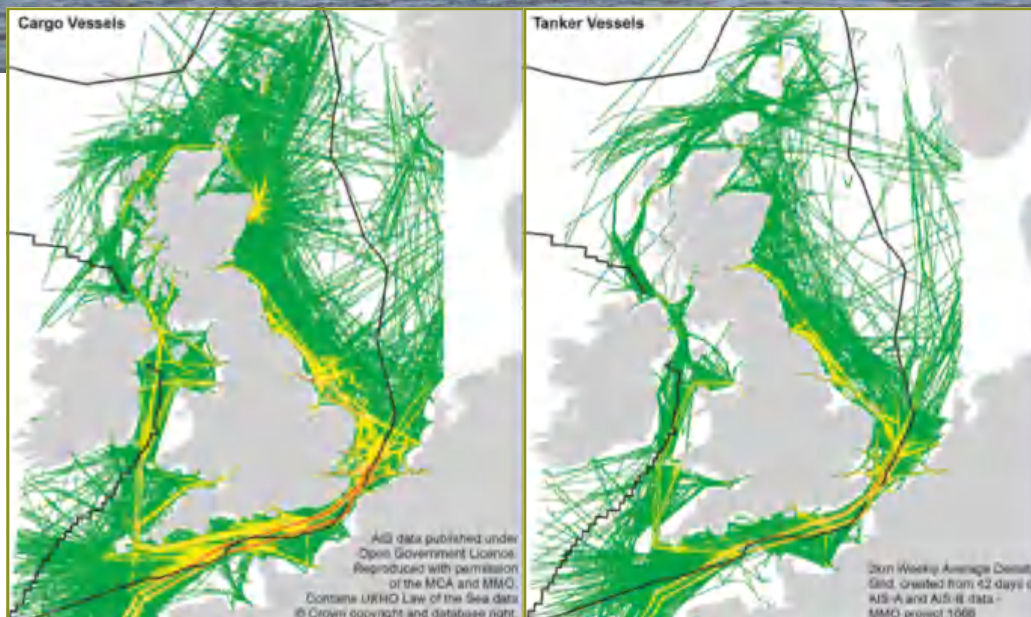
*Bulk carriers draw up to 20m and, when loaded, alter course slowly*



**M**ost large container vessels operate to a pre-determined schedule carrying, mainly, manufactured goods. They have largely replaced traditional cargo vessels with their holds and derricks. They also get bigger with every passing year and some are capable of carrying 18,000 TEU (the standard container is 20ft long: the Twenty Equivalent Unit) and larger vessels are planned. China Shipping Container Lines (CSCL) recently agreed to lease six 21,000 TEU ultra-large container ships currently in build.

Only a few UK terminals, such as Felixstowe and London Gateway, can handle the largest container ships but many others including Southampton, Tilbury and Gourock handle the slightly less large vessels every day. Smaller container vessels, or feeder ships, are regular callers at a range of coastal ports, connecting them to large terminals. Among the busiest cargo ships afloat, their crews are most likely to be tired.

Container ships can make over 20 knots but, increasingly, opt for 15-20 knots to contain costs and meet ever more stringent environmental standards. They tend to be highly automated.



**Routes are well defined, particularly in the Channel and Dover Strait. Cargo ships have more short sea trade**

With very high freeboards and numerous decks, car and vehicle carriers earn few accolades for good looks but can transport 4-5,000 cars or more. They keep precise schedules and, like small container ships, can load or discharge within 24 hours.

Dry bulk carriers, or bulkers, carry raw materials: iron ore, coal, grain, bauxite, salt, phosphates, biomass or wood pellets and cement. Both large ocean-going bulkers and small coastal ones spend more time in harbour discharging and loading than

most trades. Smaller vessels may visit lesser-known British ports with cargoes of building materials, fertiliser or forest products, while large ones stick to the main shipping lanes bound for their port of discharge, such as Immingham or Avonmouth. A single screw propels them at 11-16 knots and, when laden, they may be constrained by a draught of up to 20m. They are not the most nimble of ships, and can be slow to alter course when giving way.

Liquid carriers vary from smaller product tankers to huge

crude oil carriers that are now infrequent visitors to these shores – they tend to head for Rotterdam or Wilhelmshaven instead. They can be 400m long or more, with draughts over 30m, significantly constraining their ability to manoeuvre in the Dover Strait and the North Sea.

Gas carriers have special tanks to carry liquefied gases under pressure at very low temperatures, to terminals at Milford Haven and the Isle of Grain. A large gas carrier may reach 20 knots and draw around 12m.

**Container ships can be 400m long and usually make 15-20 knots**



PHOTO: TOM CUNLIFFE



PHOTO: ALAMY

**A full crude carrier has a draught of up to 30m, restricting manoeuvrability in narrow shipping channels near ports**

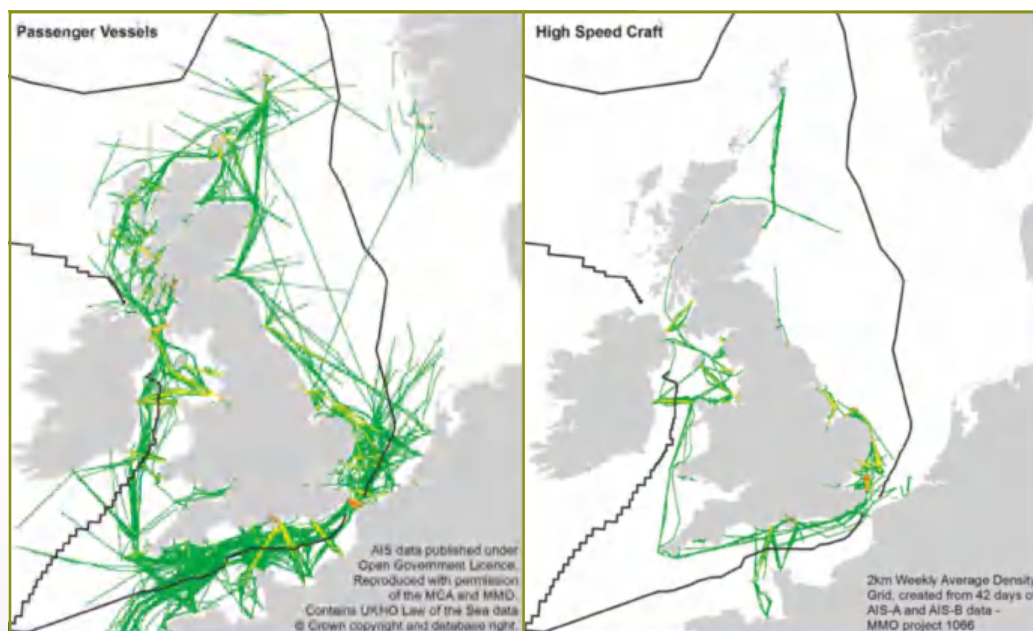


# Passenger vessels and high speed craft

**P**assenger carrying vessels fall into two main categories; cruise ships and ferries. With the single exception of the *Queen Mary II*, the ocean-going liner of yesteryear has passed into history.

Cruising is the fastest-growing sector of the maritime world. As elsewhere, economy of scale dominates and many new cruise ships are vast with most cabins enjoying a sea view. The UK features a number of cruise terminals such as Southampton, Dover, Tilbury, Bristol and Liverpool, with a number of other ports enjoying this facility. Cruise ships visit other places, like the Isles of Scilly and the Western Isles, as part of a cruise around these islands. Cruise ships tend to spend the day in harbour and steam at night, which means the daysailing yachtsman tends not to see them except in the late afternoon and evening, or if they happen to be under way in the vicinity of a terminal port or a place being visited.

Ferries ply regular routes all round the coast providing services to the Northern and Western Isles, the near Continent, the Channel Islands, the Isle of Wight, the Isles of Scilly and Ireland. Some are large and fast. Brittany Ferries' *Pont-Aven*, for instance, links Portsmouth with Santander in Spain, has a gross tonnage of 41,700 tons and



GRAPHICS: MMO

**High speed craft stick to clearly defined routes, likewise large ferry traffic. Cruise ships, often found in tourist hotspots like the Scillies and Western Isles, will resist sharp course alterations**

cruises at 25-27 knots.

Cruise ships and ferries are among the most manoeuvrable vessels in British waters. They are the only ships likely to have British or European officers of the watch. Ferry watchkeepers are likely to be very familiar with small-boat sailors as they ply fixed routes on well-established schedules. Their movements are probably the most predictable of any ship encountered and they

should expect small craft to keep out of their way when entering or leaving harbour.

Cruise ships on passage keep very good lookouts and rely on early decision making if it becomes necessary to give way to another vessel. Passage speeds are not that high, perhaps 16-22 knots, but large wheel angles for last-minute course alterations are not encouraged. A big cruise ship with her high freeboard and relatively shallow draught will begin to heel if a large rudder

angle is applied. Large angles of heel are not conducive to passenger comfort, or the peace of mind of company lawyers.

The ferry sector includes the high-speed catamarans operated by Brittany Ferries, Irish Sea Ferries and Condor, sailing on well-defined routes. They tend to use their high speeds of 35-40 knots to avoid close-quarters situations but a good lookout for them is still essential. In poor visibility they can often be heard before they are seen. ➔

**Ferries may sail at 25-27 knots on well defined routes, with European officers keeping watch**



PHOTO: ALAMY



# Fishing vessels and service boats

PHOTO: ALAMY



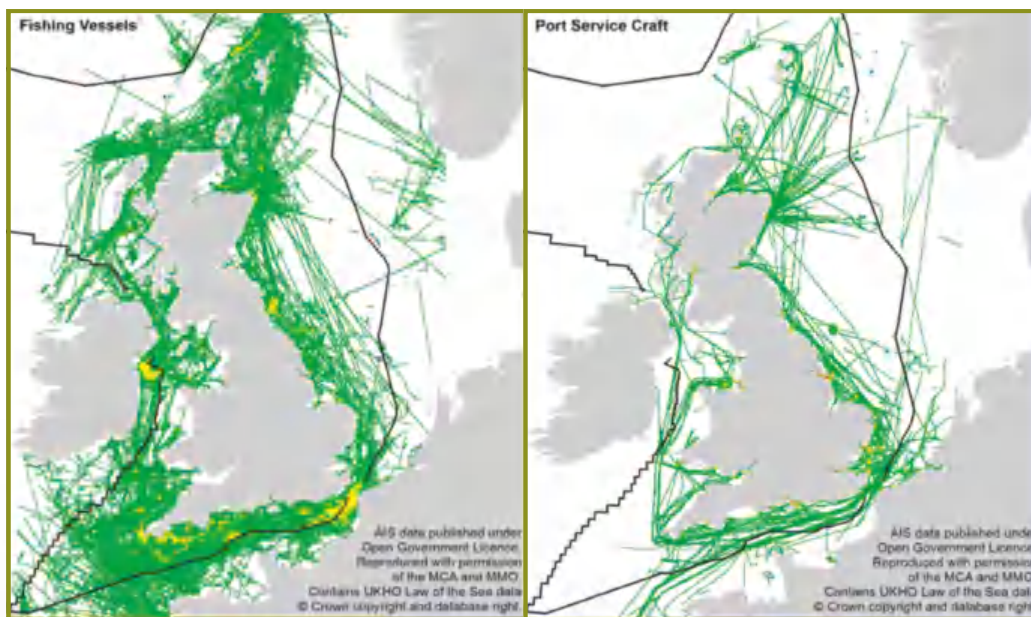
**A trawler heads offshore from Lerwick, her deck working lights blazing through the dusk**

Inshore fishing occurs almost anywhere in coastal waters: we're all familiar with the half-submerged buoy marking the end of a chain of pots. Encounters with larger vessels are rarer, except when they set out or return to land their catch trailing a flock of seagulls and an unmistakable smell.

Fishing has three sectors; pelagic, demersal and shellfish. Each involves different techniques and locations, depending on the time of year, quota allocations and weather.

Pelagic fishing catches fish near the surface like herring, mackerel, sprats and whiting. Mackerel migrate from the spawning areas west of Ireland from March to July to the North Sea for the winter.

Herring, less mobile, are found west of Scotland and in the North Sea. Pelagic trawlers operating out of Shetland and the Moray Firth ports are among the largest and most profitable fishing boats. Craft using



GRAPHICS: MMO

**Fishing vessels will not follow defined routes, they go wherever the fish take them, while pilot boats, wind farm support vessels and dredgers rarely venture far from port**

drift nets target smaller herring fisheries elsewhere.

Demersal fish, on or near the seabed, are caught with 5-80m long nets towed behind trawlers. Larger vessels haul their catches up a stern ramp, smaller ones over the side. Fish are processed by the crew and stored in chilled holds before being landed. Given the high cost of marine mortgages, fuel and equipment, coping with bad weather and finding crew, it's a tough industry.

Fishing boats encountered at sea are either on passage to and from the grounds, engaged in fishing or, in bad weather, hove to. Speeds vary from near

stopped to 3-5 knots while trawling, and between 8-15 knots or more on passage. Fishing boats at night often display bright deck working lights, which makes them very visible but can detract from their ability to see you.

Except for the large, grey-painted Royal Fleet Auxiliary vessels that operate very closely with the Royal Navy, most support and service vessels are relatively small. They are normally encountered in harbours, port approaches and coastal waters, or servicing offshore oil and gas platforms. They include vessels that tend buoys and light vessels, or are engaged in

dredging, towing, the offshore sector, fishery protection, surveying and research.

On encountering a vessel that doesn't appear to be on passage anywhere, those on watch should look for signals, lights or shapes that indicate she is restricted in her ability to manoeuvre or is performing a specific task, and act accordingly.

Many service boats, particularly pilot launches and wind farm support vessels, propel at quite high speed and are highly manoeuvrable. They also operate in well-defined areas. ➔

**Coastal fishing boats are smaller and operate with just one or two crew**







INTELLIGENT MOTION



The Mitsubishi Shogun goes where other vehicles fear to tread. With its Super Select 4WD system the fearless Shogun turns untamed territory into nothing more than a stroll in the park. And whether you're exploring in the LWB or SWB model, the Mitsubishi Shogun is engineered to conquer the world's toughest landscapes. Luckily, there's a more welcoming environment waiting at your local Mitsubishi dealership when you book a test drive. We call this Intelligent Motion.

**SWB from £28,634<sup>1</sup>**  
5 SEATS | 3 TONNE TOWING

**LWB from £31,034<sup>1</sup>**  
7 SEATS | 3.5 TONNE TOWING

**MITSUBISHI SHOGUN**  
WITH GREAT FINANCE OPTIONS<sup>2</sup> & A 5 YEAR WARRANTY<sup>3</sup>

Explore new territory | Visit [mitsubishi-cars.co.uk](http://mitsubishi-cars.co.uk) to find your nearest dealer.

1. Prices shown include VAT (at 20%) and exclude VED and First Registration Fee. Metallic paint extra. On The Road prices range from £29,559 to £40,224 and include VED and First Registration Fee. Prices correct at time of going to print. Shogun SG4 LWB model shown with accessory 20" black/silver wheels fitted - available at extra cost. 2. Finance is through Shogun Finance Ltd T/A Finance Mitsubishi 116 Cockfosters Rd, Barnet, EN4 0DY and is subject to status to customers aged 18 and over. Finance Mitsubishi is part of Lloyds Banking Group. Finance options are only applicable in the UK (excludes Channel Islands & I.O.M) and may be amended or withdrawn at any time. 3. All new Shogun variants come with a 5 year/62,500 mile warranty (whichever occurs first). For more information please visit [www.mitsubishi-cars.co.uk/warranty](http://www.mitsubishi-cars.co.uk/warranty). Fuel figures shown are official EU test figures, to be used as a guide for comparative purposes and may not reflect real driving results.

Shogun range fuel consumption in mpg (ltrs/100km): Urban 26.9 – 27.4 (10.5 – 10.3), Extra Urban 32.8 – 34.0 (9.3 – 9.0), Combined 30.4 – 31.4 (9.3 – 9.0), CO<sub>2</sub> emissions 245 – 238 g/km.



# What cruisers need to know

*The officer on watch keeps a visual lookout for close-quarters pilotage. At sea, that probably won't be the case*



PHOTO: GRAHAM SNOOK/YM

**W**hen under way in the vicinity of commercial shipping, the small craft's overriding priority is to remain safe. Avoid impeding the progress of larger vessels in situations that may include crossing a busy shipping lane, meeting in a narrow channel or sharing the same congested stretch of water. The need to maintain a good all-round lookout is fundamental to sound seamanship and, given good visibility and a moderate sea state, the cruiser's low vantage point will almost always mean they will see a large vessel before the big ship sees them. A ship's hull silhouetted against the skyline by day and the bright navigation lights of power-driven vessels by night give the small boat sailor time to determine if risk of collision exists.

The Collision Regulations thereafter determine the appropriate action to be taken. If avoiding action is necessary, every experienced sailor will be

familiar with the need to ensure it is made in good time, that it is substantial, readily apparent to the other vessel and made well before a close-quarters situation arises. Most merchant ships proceed at speeds that vary from as little as 8 knots to about 16, but some go much faster. A modern container ship could for instance be propelling at 20 knots or more and this can mean that the time taken to cover the distance from the apparent horizon to being worryingly close is no more than about 12-15 minutes. Keeping a

good lookout is not just confined to the initial detection but at all times thereafter until any risk of collision is over. Merchant ships will alter course to navigate safely, and anticipating such alterations comes with experience as well as local knowledge.

## View from the bridge

Whilst assessing what action, if any, needs to be taken, the small-boat watchkeeper can benefit from understanding what their opposite number on the bridge of the larger ship is having to

cope with as they go about their normal business.

Except when under way in pilotage or congested waters, the big ship officer of the watch (OOV) will, most likely, be alone on the bridge with both steering and propulsion in automatic control. This means they are dealing with navigation, reacting to alarms, monitoring onboard mechanical and electrical systems, dealing with incoming signal traffic and navigation warnings, as well as maintaining a good lookout using every means available. Despite its importance, looking out of the window is not always the top priority.

Most professional seafarers do their best to carry out their duties conscientiously but, given the economics of the industry, unfortunately they can be hard pressed to do so. Some owners are forever looking for ways to cut costs in a fiercely competitive industry, and quite often they do so by reducing manpower to the absolute bare minimum.

This can mean that those

PHOTO: GRAHAM SNOOK/YM



PHOTO: GRAHAM SNOOK/YM



**AIS and radar improve your ability to keep a lookout. An AIS transceiver and active RTE ensure your presence is known by marine traffic**

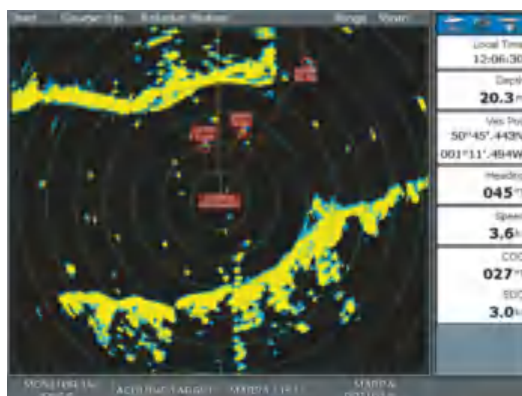


PHOTO: GRAHAM SNOOK/YM



*You'll see them before they see you, and you have better manoeuvrability. Your safest bet is to keep clear*



on board, including the bridge watchkeepers, don't get the rest they need to perform their duties satisfactorily and, over time, become very tired. It is particularly prevalent in the short sea trade. Ships are supposed to have a dedicated lookout at night in addition to the OOW but, judging by the findings in numerous marine accident investigation reports and declarations made in confidential reporting schemes, they are often absent from the bridge with a consequent reduction in the efficiency of the lookout.

Detecting a small craft from the bridge of a merchant ship is reasonably straightforward but becomes progressively more difficult in grey, murky conditions with a sea running. Detecting the relatively dim navigation lights of a small craft at night and in good visibility is reasonably assured, but picking out a white masthead light against a backdrop of shore lights can be a challenge as can detecting the stern light of a small vessel in a rough sea.

Merchant ship watchkeepers rely increasingly on their radars and AIS for both detecting other vessels and determining whether risk of collision exists. Visual correlation with such contacts may be cursory.

Modern radars are far better at detecting small craft than in days gone by but are not infallible. Enhancing one's radar echo with a proven radar reflector or, better still, an active RTE (radar target enhancer) is a sound investment in a small craft, as is the installation of Class B AIS. It may also be worth checking that all navigation lights comply with the relevant regulations.

#### **Should you hail on VHF?**

Whilst hesitant to recommend that small craft should avoid communication with a merchant ship on VHF to determine the other's intentions, it should be remembered that such calls can add to the merchant ship's problems. Except when under way in VTS (Vessel Traffic Services) waters, there is every probability



PHOTO: DICK DURHAM/VN

***Watchkeeping on passenger ferries and cruise ships is very good, not always the case on hard-pressed vessels engaged in the short sea trade***

that there is only one person on the bridge and such a call can be a distraction. A merchant ship under way in VTS waters is probably better placed to take a call but it then becomes essential that any exchange of navigation or intention information is made on the VHF Sector channel so that everyone listening in, including the VTS watch officer, knows what is happening.

It goes without saying that a sound understanding of the Collision Regulations goes a long way to ensuring the safety of all

at sea. Of all the rules that might vie for primacy – and there are many – the one that most stands out for the small boat sailor's interaction with other shipping is the imperative of keeping a good lookout at all times. And the philosophy that should guide their actions when in the vicinity of large vessels is to avoid, where possible, getting into situations that might impede their progress in narrow channels and coastal waters. We share the seas with others. Let's enjoy their company and return home safely. ▲

# A QUESTION OF SEAMANSHIP

Bill Anderson is YM's seamanship guru. He was RYA chief instructor from 1972 to 2000 and created the Yachtmaster scheme



*With an offshore breeze forecast to gust 40 knots overnight, how much cable, and what type, do you veer?*



PHOTO: ALAMY

## 'How much cable should you veer?'

It had been a beautiful day, warm and sunny with a moderate sea breeze, one of those rare days that is perfect for sailing.

At 2000 they were anchored, close off the beach. The sea breeze had died, replaced by the gradient wind which was blowing straight offshore. There was just time for a quick trip ashore to the beach-bar to use the WiFi to get the local weather forecast and to enjoy a pre-dinner drink.

The drinks were good but the forecast less so. Wind offshore but increasing to 25 knots gusting 40 by midnight, then dropping gradually until the sea breeze set

in again in late morning.

Back on board they discussed their options for the night. It shouldn't be roly, but with the strengthening wind gusting down the steep hillsides ashore the boat would be yawing around, jerking at her anchor. The bay was shallow and sandy, gently shelving from the shore line to a flat shelf some 2.5-3m deep, then

**'They anchored in 3m depth with 30m of chain. Ample scope, the crew thought'**

dropping off rapidly. There was plenty of swinging room and the few other anchored boats were well clear of them.

They had anchored in 3m depth with their full 30 metres of chain. Ample scope, the crew thought, so they were somewhat surprised when the skipper announced his intention of veering the 20m of Nylon warp which was attached to the inboard end of the chain.

'Whatever for?' they asked. 'There isn't any tide or tidal stream here and this is a perfectly sheltered anchorage, so surely a scope of 10 times the depth will be plenty. Veering

more warp is just going to make it harder work to weigh anchor in the morning.'

The skipper didn't explain his apparently illogical, labour-enhancing decision. He simply asked, as he set off for the foredeck, 'Must I do it myself or are you lot going to help?'

Whatever could the skipper be thinking of? Surely his crew are quite right, the extra scope won't add anything to the holding power of the anchor. Who do you agree with, the apparently over-cautious skipper or the 'by the book is enough' crew? ▲

**For Bill's answer, see p27**

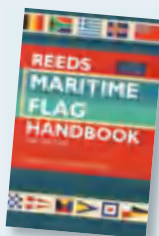
## SAILING LIBRARY Books reviewed by Colin Jarman

### REEDS MARITIME FLAG HANDBOOK – 2ND EDITION

By Miranda Delmar-Morgan, published by Adlard Coles Nautical at £9.99

It's pretty hard to sail with no interest in ensigns, burgees or signal flags. We all spot a foreign ensign and wonder about how the boat and her crew got here or where they're bound, and we all like to spot club burgees. But how much do we know about their shapes, sizes and proportions? How long can you maintain an argument over flag etiquette?

Well, all of the answers and more are to be found in this fascinating pocketbook, including racing code flags, the use of the Q flag and 'flags and the law'. Did you know there is a correct order of code flags for dressing your ship overall? Finally, there's a section showing maritime ensigns of the world. If you're off on a long cruise this would be a valuable little book to have on board.

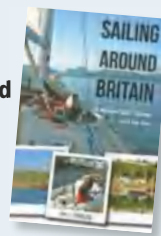


### SAILING AROUND BRITAIN

By Kim C Sturgess, published by Fernhurst at £11.95

Subtitled 'A weekend sailor's voyage in 50 day sails', the author lures one into contemplating a substantial cruise: 'Is that even possible?' Yes it is.

Kim Sturgess left Greenwich, sailed north to Inverness, transited the Caledonian Canal then headed south along the Irish coast, across Milford Haven, round Land's End and up Channel to return to London. A night sail was involved, but it's an impressive use of daylight. The boat was a borrowed 30ft Hanse 301 that Kim mainly sailed solo, but sometimes with crew. Anyone making such a voyage will face problems, but the author's inexperience did lead to a few early avoidable troubles. However, he achieved his goals and demonstrated the possibilities of daylight cruising. It's just a pity that the book is devoid of any photos at all.



### THE SEA DETECTIVE

By Mark Douglas-Home, published by Penguin at £7.99

This is not a novel of or about the sea exactly, but it does involve the sea and the way ocean currents, tides and waves move floating objects around.

Is that sufficiently mysterious to attract your attention? I hope so, for this tale based on the character of eco-activist Cal McGill, who has made a study of this abstruse part of oceanography, is well worth reading.

It's well paced, has an easily followed storyline and there are sufficient hooks and twists in the plot to keep you engaged. Without giving too much away, the story involves people trafficking and the appearance of two severed feet that wash up on the shores of two well separated Scottish islands. It's definitely a page-turningly good read whether you're snug beside the fire at home or afloat in a quiet anchorage.







VHF MARINE TRANSCEIVER

# IC-M25EURO

**BUOYANT,  
STYLISH  
AND  
EASY  
TO USE**



*Float 'n' Flash feature...*

*...plus a choice of **Marine Blue** or **Metallic Grey***



Slim, Lightweight, High Performance



USB Charging (Micro-B USB type)



11 Hours Operating Time  
(Typical operation with Tx (Hi): Rx: Standby = 5:5:90)



Large LCD and Simple User-Interface



Buoyant with Flashing Red LED



Optional Speaker Microphone

**ICOM-UK**

Blacksole House, Altira Park, Herne Bay, Kent CT6 6GZ.

Telephone: 01227 741741 Fax: 01227 741742 e-mail: [info@icomuk.co.uk](mailto:info@icomuk.co.uk) website: [www.icomuk.co.uk](http://www.icomuk.co.uk)

**Count on us!**

# ANY QUESTIONS

**EMAIL** [yachtingmonthly@timeinc.com](mailto:yachtingmonthly@timeinc.com)

**POST** Any Questions, Yachting Monthly,  
Blue Fin Building, 110 Southwark Street, London SE1 0SU  
Please send us your questions in less than 200 words



## WIN CHILGROVE GIN

The question of the month wins a bottle of Chilgrove Gin (UK residents only). This super-premium gin, handcrafted by keen sailors in the Sussex Downs, blends the finest botanicals with a neutral grape spirit. [www.chilgrovespirits.com](http://www.chilgrovespirits.com)



## QUESTION OF THE MONTH

### What's the best ocean-going small yacht?

**Q** *I am an avid armchair circumnavigator but I dream of actually cruising the oceans one day. I would want a medium-to-heavy displacement, long-keeled boat between 28ft and 32ft (8.5m to 9.8m), with a cutter rig and made of GRP.*

*The closest I can find in GRP in the UK is something like a Nicholson 31 or Contessa 32. In the USA, however, there seems to be more choice, such as the Bristol Channel Cutter 28, Westsail 28 or the Baba 30.*

*Are there any traditional pilot cutter-style boats still made in the UK?*

**Rob Searle**

**A** **Duncan Kent replies:** You can get a brand-new British pilot cutter. There's the glassfibre Cornish Pilot Cutter 30 (£142,250, see [www.cornishcrabbers.co.uk](http://www.cornishcrabbers.co.uk)) and a few traditional yards, such as Cockwells of Mylor, can build

you the real McCoy in wood, but it won't be cheap.

Your list of required features in a blue water cruising yacht is quite typical – although most people choose a hull between 12m and 18m (40ft to 60ft) long for world cruising – but some of these elements shouldn't be taken as a must-have. For instance, a well-maintained wooden boat can take you anywhere and an ocean-going yacht doesn't necessarily need a long keel – in fact very few do. A longish, deep fin keel is just as good. And whilst a cutter rig offers a useful 'gearbox' in heavy weather, a sloop with an inner forestay often serves just as well.

Some second-hand yachts worth investigating are the Heard 28, Contest 28, Great Dane 28, Twister, Samphire 29, MG 30, Rustler 31 and Nicholson 32 to name just a



*A Twister, like the editor's Cleaver, is a seaworthy pocket ocean cruiser*

PHOTO: GRAHAM SNOOK

few. Also, don't dismiss boats such as the Westerly 31 or Sadler 29 just because they have a fin keel.

Once you have a well-found hull, the vital ingredients are a top-class crew and good quality equipment. Personally, I would just get a cheap boat to learn to sail in and get used to living aboard, before you make your final decision – you'll probably find your idea of the 'ultimate' cruising yacht changes considerably after a few years afloat.

**Ed:** Also look at Duncan's book: *Choosing and Buying a Yacht* (Fernhurst, £16.99).

### Why stick with old-fashioned anchors?

**Q** *Your article How to anchor like an expert (YM January 2016) was fascinating, but as the first essential of good anchoring is a good anchor, I wondered why only three of the eight experts use modern bower anchors such as a Rocna while the others use old-fashioned anchors like the Delta or Bruce?*

*We struggled with a 28kg Delta plough for years before changing to a spade anchor, which digs in much more effectively. Why would anyone want an anchor that ploughs a furrow through the seabed?*

**John Epton**

**A** **Ken Endean replies:** In 15 years and hundreds of anchorages, our Delta has never let us down, which is one good reason for using it. The Delta has also



*New generation anchors such as this Rocna have a lot of holding power, but are they always best?*

demonstrated a high degree of reliability on 'difficult' seabeds such as rock, weed and other uncooperative materials that occur around the British Isles, which is why the RNLI adopted it for use on many lifeboats. Its holding resistance when tested in sand is lower than that of 'new generation' anchors but has been quite adequate to keep our boat secure.

More to the point, there is reason to suspect that some of those modern anchors might struggle on the more treacherous holding grounds, and I have not yet seen evidence to disprove those suspicions.

### Add or subtract for GMT?

**Q** *In James Steven's article How to pass RYA theory exams (YM February 2015), the section on 'Confusing time zones' adds to my confusion. France is one hour ahead of GMT (UTC) so I would expect the time zone designation to be UT+1 for Cherbourg not UT-1, and UT+2 in summer, not UT-2. The website [www.timeanddate.com](http://www.timeanddate.com) also presents it as UTC +1 hour. Who is right?*

**Albert Levy**

**A** **James Stevens replies:** I agree it's confusing but, as far as French tide tables are concerned, UT-1 means subtract one hour to get from the time on the page to UT, because the French inconveniently set their clocks an hour ahead. 1300 French time is 1200 UT. Once we get well to the west, for example the Azores, the tide tables show UT+1 because you need to add an hour to get back to UT: 1100 Azores time is 1200 UT.





*This chain was only three years old. It was stored wet and developed extensive white rust. It was subsequently re-galvanised, (see YM February 2011).*

## Why is my chain rusting?

**Q** *After 15 years my anchor chain rusted badly at the boat end, partly because the chain locker did not fully drain. I have now fitted a false floor and replaced the chain. Should I leave the anchor locker open to allow rainwater to wash away residual seawater or keep it closed? I rinse the chain after each cruise. The boat is kept in Croatia.*  
**Vernon Sherriff**

**A** **Metallurgy expert Vyv Cox replies:** Fifteen years is a good life for modern galvanised chain. Whatever it is that you are doing is pretty optimum, particularly now that you have overcome the problem of water lying in the locker. Although zinc is a relatively reactive metal, it provides excellent protection for steel chain in the form of galvanising, provided that stable oxide films have been formed upon exposure to the atmosphere. Where water remains between chain links, these stable films are broken down and zinc hydroxide (white rust) is formed. Zinc is consumed by this reaction, which ultimately leaves the steel chain exposed to corrosion.

The best way to store chain for longer periods is off the boat, exposed to the air and where rain water may dry as quickly as possible. When the boat is afloat, keep the chain as dry as possible after rinsing.

## Is she safe to dry out?

**Q** *Due to a minor stroke a number of years ago, I stopped sailing and sold the boat in which I had sailed 12,000 miles around Europe. I am now making a slow comeback, starting with an IP 24 that I renovated. Having read Alastair Buchan's book *Sailing an Atlantic Circuit* (Bloomsbury, £18) I am thinking of buying a Dockrell 27 like his. She has a flared 'sheel' keel, but is she stable enough to dry out on this? Would she tolerate someone aboard without falling over?*  
**Jonathan Pearman**

**A** **Alastair Buchan replies:** I wish Jonathan a speedy recovery. Narrow sidedecks mean climbing over the guardrail, creeping forward and then climbing back over the guardrail when the foredeck is reached. Removing the guardrails and their stanchions between the cockpit and the pulpit provides more shuffling space and allows me to step directly onto the foredeck. A rollbar over the front of the cockpit and a grabrail around the coachroof means I can easily brace myself against any unexpected motion and is handy for clambering on and off the boat.

I would never dry out *Margo* without legs. It would be unwise to assume a level and even bottom anywhere. A strong gust or an awkward wave could make her fall over. If I was careful I could climb aboard if dried out without legs, but I would prefer to use a rope ladder over the stern rather than over the side.

*A Dockrell 27 is a solid boat, but may be unstable if dried out without legs*

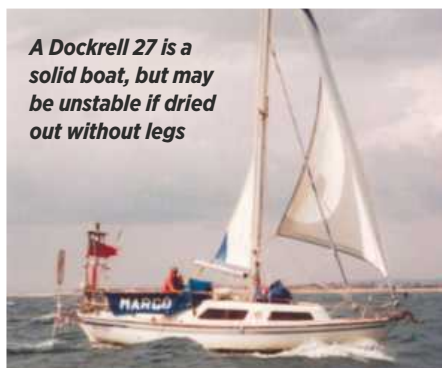


PHOTO: ALASTAIR BUCHAN

## A QUESTION OF SEAMANSHIP

Bill's answer from P24



### 'A windy night – how much cable should you veer?'

There's no obvious reason for the skipper's unwillingness to explain why he wants to veer the warp in addition to the chain, which is already well in excess of the guidelines for depth of water to length of chain ratio. However, the rule of thumb ratios for chain are based on achieving a good catenary in the chain and a horizontal pull on the anchor. The catenary needs to be there to cushion any shock loads, which might otherwise cause the anchor to break

out. In very shallow water there simply is not enough depth for a catenary to form, hence very little reduction in shock loads as the boat responds to the yaw and snatches which are imposed by the gusts.

In shallow water, a better way to cushion these loads is to use a flexible cable, typically a stretchy nylon warp, which will use its elasticity rather than its weight to smooth out the load of sudden snatches.

That is the theory behind 'Warp is better than chain for shallow water anchorages' and the proponents of that theory usually advocate plenty of warp because the more you use the more cushioning stretch you have. I'm not totally convinced because in really gusty winds boats with all chain cables tend to veer around much less than those anchored with long warps.

## BERTHON

### How safe are your guardrails?

Check them with these handy tips from the UK's leading yacht refit experts



*Imagine a pitching foredeck at night with nothing to prevent you sliding off the deck. Guardrails and stanchions can save your life, so it's essential to make sure they are in good condition.*

*Ian Nicholson's industry reference, The Boat Data Book, gives good advice: for a yacht up to 12m LOA, use wires of at least 4mm diameter in 316 grade stainless steel, 1x19 construction and a maximum stanchion spacing of 2.2m. Industry standard stanchion height (for boats up to 15m LOA) is 610mm, but some serious cruisers have stanchions of 800 to 900 mm. In addition:*

**1 Guardwires should not be PVC-coated.** The wires should be visible and need end fittings and tensioning methods at least as strong as the breaking load of the wire. Adjustment arrangements can include simple lashings, turnbuckles or integrated, adjustable forks.

**2 Lashings must be replaced regularly.** UV degradation weakens them over time. Turnbuckles and other adjusters should be regularly checked. Guardwires should be tight enough so they do not sag between stanchions, but not so tight to cause wear spots as they pass through the stanchions.

**3 Terminals should be secured fore and aft with clevis pins and split pins,** which should be fully opened and either taped over or covered with a bead of silicone sealant to prevent them catching on sheets and sails. Split rings should not be used as they open too easily.

**4 Wires should be regularly checked.** If damaged, they must be replaced. Stanchions should be securely fastened to the deck and if bent or damaged, they should be repaired or replaced.

**Berthon are safety experts. To watch a video on this important aspect, go to: [www.Berthon.co.uk/safety](http://www.Berthon.co.uk/safety)**

*Nigel Calder's Nada, a ketch-rigged Ingrid 39 long-keeled double-ender, anchored in happier times*



# 'I watched my anchor drag – from the shore!'



**While Nigel Calder and family were exploring ashore, a squall hit and their boat dragged her anchor. How did he save her?**

**M**y wife Terrie, our young children and I were exploring hot springs a mile or so inland from Lago de Izabal, Guatemala, where our previous *Nada*, an Ingrid 39 long-keeled double-ender, was lying to her 20kg CQR on all-chain rode in soft mud. With no warning at all, ferocious 40-50-knot winds came down off the mountain.

Moments later a Mayan boy came running up to tell us *Nada* was blowing offshore.

I rushed back to the shore to find her half a mile or more off the beach and heading sideways fast. All we had was a rowing dinghy, which was no use whatsoever in those winds. Two guys in a *cayuco*, a big dugout canoe with a large

*Terrie Calder explores Guatemala with Pippin and Paul, much as she was when they heard they were dragging*





PHOTO LEFT: NIGEL CALDER  
outboard, offered to get me back aboard so I could save her. It looked like it would be challenging, as *Nada* was dragging beam-on to the steep seas that had sprung up, with the leeward side decks awash.

Once we caught up with *Nada*, the guys tried several times to manoeuvre alongside and get me on board but every attempt failed. Finally, they told me to get into the bow of the *cayuco* and came head-on to *Nada's* leeward sidedeck.

Just as I was trying to jump off the bow and onto *Nada*, we were struck by a big wave. Instead of jumping off, the wave sent the *cayuco's* bow through



***Nigel pressed into service a cayuco like this one to get back aboard Nada as she headed sideways fast***

engine was not powerful enough to get the bow into the wind. After repeated efforts I gave up and put the CQR back down, which continued to drag, and then a 20kg Danforth, which also dragged, and finally our heavy bronze fisherman anchor, which stopped us.

I slept little during a very rough night on the boat while my wife Terrie had to find someone on the shore to take in her and the children. This was Maya country with few visitors and somewhat primitive living conditions. Terrie and the children had a cold night sleeping on the floor with little to eat and Terrie

wondering what had happened to me and *Nada* and whether I was even alive.

The following morning the conditions had settled down. One by one, I got the anchors up and, with a sigh of relief and exhaustion, headed for the beach. Terrie and the children were on the shoreline, looking anxiously across the lake. They spotted me as I approached and were waving excitedly – just as I drove *Nada* onto an uncharted rock pile at six knots! Having dumped me unceremoniously aboard yesterday, the guys in the *cayuco* had to come back out and drag me off.

A year later we returned to Lago de Izabal with a first generation GPS unit. I wanted to get a good fix on that rock pile so I could add it to my charts. And find it I did, by running right on top of it and getting stuck once again! ▲

the lifelines, banging my arm up in the process. At the time I suspected a fracture but it turned out that it was just badly bruised. I landed in a heap on the sidedeck, the *cayuco* slid off, and they blasted off back to shore.

I hauled myself back to the cockpit and quickly took stock. The wind generator, which had 6ft diameter blades and no voltage regulator, was howling like a banshee with the batteries boiling vigorously and the whole boat smelling of sulphuric acid. The biggest slice of luck I had all day was that the batteries didn't blow up. I climbed up, twisted the wind generator and tied off the blades.

I cranked the engine, which thankfully fired up first time, got the anchor up with the manual windlass and tried to motor for the shore. Unfortunately our 30hp



***Nada, re-rigged as a cutter, piled up on a similar uncharted rock pile a few years later during the course of researching a cruising guide to Cuba***



***Nigel assembles the 25kg fisherman anchor he still carries today – the one that saved him all those years ago***

## Lessons learned

■ The boat's engine should be powerful enough to drive the head of the boat through the wind in the worst of conditions, but *Nada's* engine could not. I subsequently replaced the 30hp engine with 50hp.

■ A powerful wind generator with no voltage regulator should never be left on unattended. The batteries were a matter of moments away from thermal runaway and potential explosion.

■ There is no safe way to board a violently pitching boat. Try whatever you can and hope for the best.

■ No matter how hard you set an anchor, how many revs you use to dig it in, you will not replicate the forces exerted when the wind pipes up to 40-50 knots, especially if there is also wave action. You need to be on board to be able to guide your boat to safety.

■ On the other hand, you have to be able to relax when off the boat and accept that, in life, stuff sometimes happens! In the event, the damage to me and the boat was minimal – but it could have been much worse.

## Nigel Calder

Well known for his *Boatowner's Mechanical and Electrical Manual*, Nigel and wife Terrie have sailed a string of boats called *Nada*: a 39ft Ingrid cutter, a Pacific Seacraft 40, a Malö 45 then a Malo 46. They have cruised northern Europe, the US east coast, Bahamas and Caribbean, with children Pippin and Paul (now 29 and 28) helping out as crew.

ALL PHOTOS: NIGEL CALDER UNLESS STATED OTHERWISE

# SKIPPER'S TIPS

## Practical advice for all sailors

Tom Cunliffe has sailed tens of thousands of miles all over the world and has been a Yachtmaster Examiner since 1978



PHOTOS: TOM CUNLIFFE UNLESS OTHERWISE STATED

## Katabatic winds: demon downdraughts

These come in various guises, depending on where you are in the world, but they generally develop because a parcel of cold air high on a hill decides to roll down on top of you. My worst experience

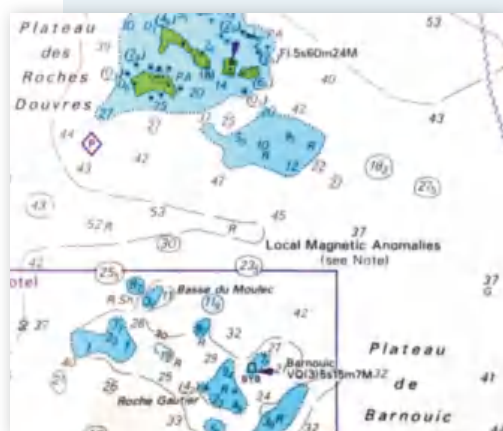
was when skippering a yacht in Corsica. I was at the leeward end of a line of stern-to yachts with their bows held up to the wind by anchors. When the katabatic wind came in at sunset the whole fleet dragged down, pinning my boss's yacht hard against the wall. Not funny.

Norway has a private speciality that

shredded my number one jib in half a minute. Nearer home, I found a fine anchorage in the Cuillins where the wind blew all night long. Outside, things appeared relatively calm. So be ready around high mountains.

*Things are tranquil enough now, but wait until sunset and the cold air starts falling on your head*

## Coping with a local magnetic disturbance



**Local magnetic anomalies are well charted and will render your compass unreliable**

If you're lucky enough to have the time to sail to Iceland you'll soon find out all about local magnetic disturbance, but it occurs in home waters to a lesser extent. In the days when we relied entirely on compass and log in fog, the compass going absent without leave was a serious matter.

Fortunately, areas where compass interference is expected are designated as such on Admiralty charts. Magnetic anomalies don't affect GPS, so if you sail into a situation where the compass seems to have taken a turn for the worse, put a waypoint on a safe destination with clear water between it and your last known position (logged of course!). Now bring up the 'rolling road'



**If magnetic anomalies have foxed your compass, just bring up the rolling road**

page. Steer to stay in the tramlines and all should be well. A plotter is just as useful, but not all of us choose to have one.

## Leaving a tide-swept berth

Wouldn't it be grand if all marinas were sheltered from harsh winds and had no tide running through them? Sadly, this is not the case. Some berths I've been offered by a straight-faced harbourmaster when I've arrived at slack water have morphed into untenable horrors when I've tried to leave on a spring ebb.

The bottom line is always to think ahead. Often, with a modern

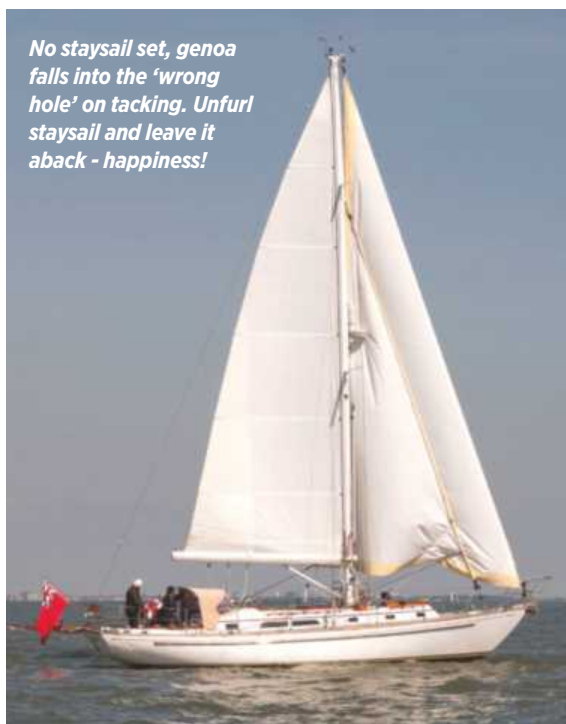
yacht that steers astern, there's the option of coming in head or stern-first. Consider what the tide will be doing at the time of your planned departure and make life easier by facing the right way.

**A spring tide roars through these berths for up to half an hour after the lock gate opens to let you out. The boat that came in bow-to is in trouble if he wants to leave**





*No staysail set, genoa falls into the 'wrong hole' on tacking. Unfurl staysail and leave it aback - happiness!*



## Tacking a cutter

The biggest downside of the modern cutter rig is tacking. Unlike the traditional gaff cutter with a long bowsprit and a high-cut, narrow jib, most of today's versions are really masthead sloops with an inner forestay to take the staysail.

This means there is a smaller gap between the stays. Since the masthead stay usually carries a full genoa, the big sail gets caught up with the inner forestay as the boat passes through the wind. On passage this isn't much of an issue since the boat doesn't tack every five minutes and the genny can always be rolled up a little to help it through. If the tacks are short, the best answer I have found is to leave the staysail aback until the genoa has been tacked. The big sail slides across the backed staysail without trouble. Once it has been sheeted in, the staysail is let draw with ease. It helps when you're short-handed, too.

## 'What are you on about?'

**Tom cuts through the fog of salty sailing jargon**

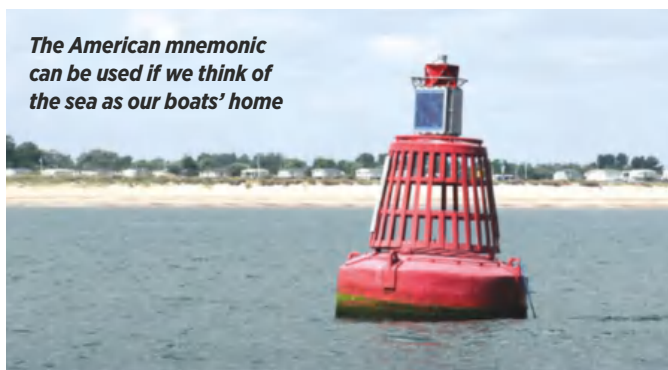
### 'Whisker'

A whisker, if it's not on an alley-cat, is a spreader which improves the angle of a gaffer's bowsprit shrouds. Where a bowsprit is offset to one side of the stem head, the shroud on that side often has so shallow an angle that it hardly works. A single whisker spreads it out and makes all the difference. Look from dead ahead at a gaffer with a centre bowsprit and a pair of whiskers and you'll see how they got their name.



## 'Red right returning'

As in many conventions, the United States does buoyage differently from the rest of us. Their shapes (pointy and flat-topped) are the same, but the colours are opposite. Thus, entering New York Harbour, reds (known often as 'nuns' because of their conical hats) are kept to starboard and greens to port. This has given rise to the mnemonic 'Red right returning', so long as you remember that 'returning' refers to coming home to port.



*The American mnemonic can be used if we think of the sea as our boats' home*

We are not Americans, but we can use their aide-memoire upside down. Returning to the sea, our boats' natural home, after goodness only knows what

shenanigans ashore, we keep reds on our right hand, thus, 'red right returning' (to the sea) can help a befuddled mind steer clear of trouble.

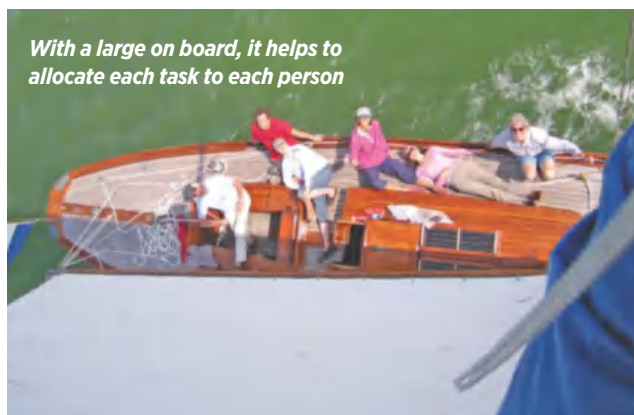
### 'Whisker pole'

For fuss-free booming-out of a small headsail you can't beat a whisker pole. It's easily rigged, with no topping lift or special gear. A different kettle of fish altogether from a spinnaker pole, but useful nonetheless. I made this one from a length of hefty bamboo and it served me well for years.



## 'Hey, Bert! Bow spring first'

*With a large on board, it helps to allocate each task to each person*



I'd skippered for a lifetime before this simple truth dawned on me. Don't just give an order to a bunch of folks at the other end of the boat. You might get lucky, but it's just as likely they'll all jump to it and it'll be a case of 'After you, Sunshine,' while the yacht piles into the woodwork.

The best plan is to choose the most suitable person for the job and give the name before the order. 'Fred, fend off. Bert, throw that guy a spring line!' removes any chance of confusion. You don't have to bark like a sergeant major; just quietly make yourself clear.

**20 years' worth of Tom's cruising tips for skippers and crew have been distilled into this pocket-sized book, published by Fernhurst Books, at £11.99**



*Flummoxed by salty jargon? Email [yachtingmonthly@timeinc.com](mailto:yachtingmonthly@timeinc.com) and we'll explain it in print*

# PRACTICAL SEAMANSHIP

James Stevens spent 10 of his 23 years at the RYA as Training Manager and Yachtmaster Chief Examiner



*Pilotage in fog involves making a plan and staying on deck to avoid traffic and pick up any clues on offer while navigating buoy to buoy*

## Pilotage in fog

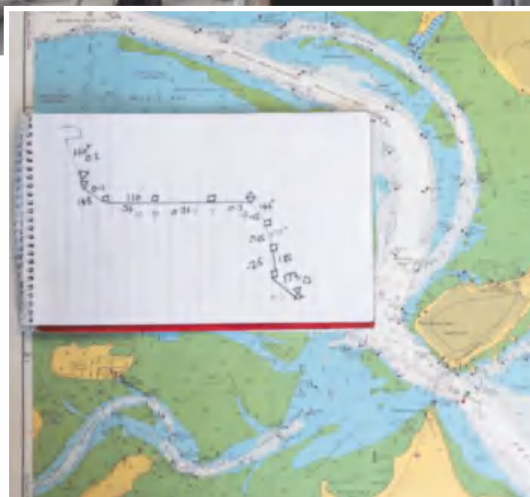
With an appointment to keep, James Stevens goes against his better judgment and leaves Poole Harbour in thick fog

Visibility at Poole Town Quay was a few boat lengths. It was one of those mornings when the sensible option would have been to put the kettle on and read the paper or, more constructively, service a winch, sort out that flickering bunk light or wander around a chandler's

buying something useful but not essential. Unfortunately, I needed to set off for an appointment in Portland Harbour the following morning.

The fog in Poole was undoubtedly radiation fog. It had been a still night with high pressure and the forecast had indicated fog patches forming overnight. Another clue is that radiation fog is quite a thin layer, so although visibility horizontally was about 50 metres, vertically it was sky-high. I would expect the sun to burn it off by lunchtime, but I needed to get around the tidal gates of Anvil Point and St Alban's Head before the tide turned foul at midday.

Chartplotters have made fog navigation far simpler than the days of creeping along contours and complex time and distance



**My plan involved a sketch with range and bearing for all of the buoys we would pass on the way out of Poole**

calculations. As a Yachtmaster Examiner all that is in the back of my mind but, although having a screen to watch does simplify the problem, there is still work to be done in the form of a pilotage plan before slipping the lines. Courses between buoys, tidal heights and streams all have to be worked out beforehand.

### Staying out of trouble

The chartplotter is great for telling you where you are but it does not of course tell you where everyone else is. If you have AIS you can be

reassured that you will miss something large, all vessels over 300 GRT have to transmit their position, but one of 299 GRT could sneak up out of the fog and flatten you. There is always going to be a risk whatever the screen might tell you.

You can reduce that risk by keeping out of the main channel, in shallower water where ships can't get you, and, as Rule 5 of the Colregs says, 'Keeping a proper

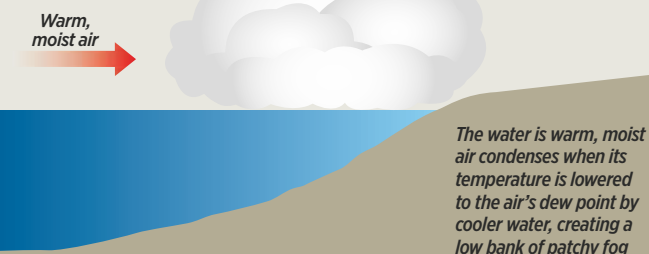
lookout by sight and hearing as well as by all available means.' We were aboard *Tamora*, my Hallberg-Rassy 34, which has radar but the display is at the chart table. Although I had a photographer on board he was not unreasonably earning his money taking pictures so I was left virtually singlehanded. It seemed to me sensible to spend the maximum time on deck peering into the murk and listening to foghorns and minimum time in front of the radar screen. The chartplotter is below too, so I decided to navigate with an



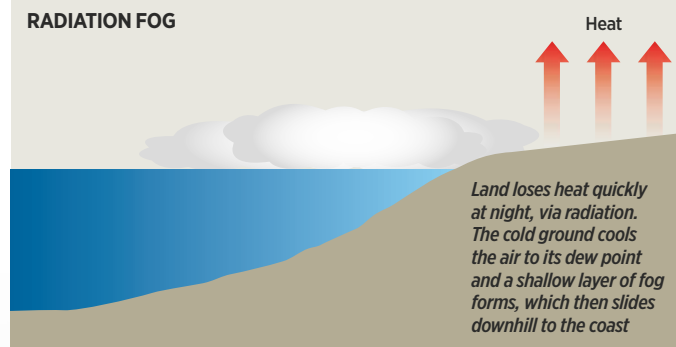
**The odd hole in the fog can let you make absolutely certain that you are where you think you are**



## ADVECTION FOG



## RADIATION FOG



## Which kind of fog?

There are two common types of fog: advection fog, caused by warm moist air blowing over cold water, and radiation fog, caused by air that is cooled by the land, reaches its dew point and condenses as fog before drifting down to the sea.

Advection fog usually occurs earlier in the season when water temperatures are lower, and southwesterly winds bring in warm, moist air. Advection fog hugs the sea in winds of up to Force 4, above which it lifts to become a blanket of low cloud. As the causes won't change either until there is a change of air mass such as a cold front, advection fog can last a while.

The good news is that radiation fog forms over land, so it clears as you head out to sea. Also, it is associated with high pressure so the sun normally burns it off, giving a pleasant afternoon.

PHOTOS: COLIN WORK



*With the plotter below, I used an iPad to check our position while motoring down the shallower Boat Channel, free of shipping surprises*

iPad on deck – not a wet weather option but it kept me on deck and I think was safer than being below.

Radiation fog can be incredibly thick but it is often patchy so if you are on deck when it lifts slightly you can pick up valuable clues to your position, such as buoys, and choose the right moment to cross the main channel: the kind of clues you would miss staring at instruments below. A really important instrument visible from the helm position is the depth sounder. This is critical in Poole, which has shallow mud banks outside each of its many channels and we were leaving on an ebb tide.

### A ghost in the mist

We found our way out of Poole steering courses from buoy to buoy, using the small boat channel to avoid the ships and crossing over the channel when the visibility improved slightly. We listened carefully for foghorns. It was particularly thick when we reached the entrance of the harbour, where a large chain ferry can be difficult to negotiate even in good conditions. I was pretty anxious that it might set off and clatter its way towards us so quickly that we would be unable to avoid the chain, so I cautiously kept in the middle of the channel and listened out for it, unsure which side it was.

At that moment there was a

foghorn ahead. A large vessel was coming into Poole. As soon as we were past the ferry we steered quickly over to starboard, the thinking being that, if you encounter anything moving, a starboard turn is generally the least hazardous option. And it was, because out of the fog appeared the bowsprit of the tall ship *Kaskelot*, bearing a gesticulating crewman. She was a stunning and slightly eerie sight.

Once outside the harbour the small boat channel gave no problems in the improving visibility and we enjoyed the rest of the trip in fine sunshine. We arrived at Portland marina in good time and it seemed unbelievable that the first two miles had been such hard work! ▲

*An eerie shadow emerges from the fog, and it turns out to be the tall ship Kaskelot, with a lookout posted on the bowsprit*

# A short cut from Hartlepool to Wales

Mike Cooke reports on how the Forth & Clyde Canal saved time and money on a delivery trip from the River Tees to Wales

*Tzu enjoying the tranquillity of Eyemouth harbour*

Cape Wrath in March was not an appealing prospect. Sailing from Hartlepool in County Durham to Porthmadog in Cardigan Bay via the English Channel was hardly a promising alternative so we started to think more creatively.

The adventure began, inauspiciously for a sailing voyage, in landlocked Solihull, where I first met Steve, seven years ago, on a Day Skipper night school course. Before long he'd bought a 31ft Westerly Longbow, *Tzu*, on eBay. She'd languished in Hartlepool Marina for a number of years and now, as I was out of work, he asked if I would like to sign on as crew for the delivery trip home.

Having ruled out the outside routes, we thought our only option would be to head up to Inverness and through the Caledonian Canal. After a bit of rooting around, however, Steve found out about the Forth and Clyde Canal, which cuts through from Edinburgh to Glasgow. It sounded intriguing and shaved about 240 miles – and a week of time – off the Caledonian Canal route. It offered us a more unusual route, away from the vagaries of weather, through waters we were unlikely to sail again and at a more relaxed pace, though we would have to drop the mast for it.

Steve had been working hard on *Tzu*, rectifying the results of neglect. Five years'

worth of marine growth removed, some new skin fittings and a provisioning trip to the supermarket later and she was ready. Finally, on a Monday in mid-March, we cast off from *Tzu*'s berth, fuelled, watered and locked out into the wide world beyond the gates. We were greeted by heavy mist and had to rely on Steve's new AIS iPad app to spot anchored ships before their dark hulks loomed up on our port side. We made good progress up the coast and by late afternoon were in Amble, where a member of staff was waiting on the end of the pontoon to guide us to our berth.



**Passing under the Forth road and rail bridges was a major milestone on the voyage**

The Northumberland coast can be pretty exposed, particularly in easterly winds, so we thought it prudent to wait out a patch of bad weather before we made our push for Scotland and the Firth of Forth. Wednesday brought much better sailing conditions and we soon reached Eyemouth where we threaded our way between the rocks and sea walls of the narrow entrance, past the seals basking lazily on ledges, and alongside the brand new pontoons.

We were up early the next day, armed with fresh bread and 'Empire biscuits', ready for the long slog north. Leaving St Abb's Head, Bass Rock and Edinburgh to port, we ducked under the Forth railway and road bridges, where Port Edgar was a most welcome sight. Despite dire warnings of heavy traffic we'd seen only two ships all day, one of which was a Dutch Navy vessel according to our AIS set.

The Forth and Clyde canal is a mast-down route, with as little as three metres of clearance under some of the bridges. Timing here was crucial. We had arranged to have our mast lowered at Grangemouth Yacht Club on Friday and needed to take the flood tide up the shallow River Carron, but if we arrived at the bridge at Kerse Road too close to high water, we wouldn't fit underneath. Get it wrong and we'd miss our lock in to the canal. We arrived at Grangemouth with bottlescrews loosened and the crane operator at the ready.



*We admired the huge horse-head sculptures of kelpies at Carron Sea Lock*



## *'We quickly ruled out going via Cape Wrath or the English Channel'*

The mast was down and onto makeshift crutches in no time and we were off again.

Waterways staff escorted us along the entire 31 miles of canal to help operate the locks and get us through as efficiently as possible. While we waited on the pontoon next to the new sea-lock that was being built to bypass the Kerse Road and M9 bridges, we admired the 30m tall (100ft) horse-head sculptures of mythical kelpies.

### **39 locks to Glasgow**

The lock men arrived promptly at 0830 and started working us through the 20 locks by which we climbed to a peak of 83m (275ft) above sea level, almost certainly the highest *Tzu* had ever been. Two pairs of men worked the paddles, lock gates and bridges along the route, leapfrogging each other in vans along the towpath to get our next lock ready for when we arrived. Their help saved us much time and sweat, but the quick pace they set soon wore us out with continual heaving and recovering of lines and holding the boat steady in the swirling water of the locks. The only casualty was the radio antenna bracket, which protruded from the front of the mast. It clipped a bridge and was bent back at a ugly angle.

From the summit, Glasgow beckoned below and a new team of lock men helped us descend. Part way down we passed through the middle of the Clydebank Shopping

**RIGHT: You have to lower your mast to get through the Forth & Clyde Canal. The lowest bridge has 3m clearance**



PHOTOS: MIKE COOKE AND STEVE TIBBETTS  
UNLESS OTHERWISE STATED

Centre. It would have been rude not to visit the world's first sail-through fish-and-chip shop for a well-earned lunch. When the canal was reopened as a Millennium project, the old Dalmuir swing bridge had been replaced by a fixed bridge with only 30cm clearance under it, blocking the canal. The problem was solved with the UK's first drop lock. When emptied, the clearance increases to just over 3m (10ft), enabling a boat to pass underneath. We reached the end of the



**Sail-through fish and chips at Clydebank Shopping Centre**

canal at Bowling Basin in torrential rain on Sunday afternoon. Re-stepping the mast was booked for the next morning, so we headed off to find warm showers.

The morning brought brighter weather and with the mast restored to the vertical, we locked out into the salt water Firth of Clyde. The many large commercial vessels made a daunting sight for two sailors from the quiet of Cardigan Bay. We kept out of the main channel to avoid them and their wash. It was a glorious day and the scenery

on the way to Largs rivalled that of Snowdonia. Ferries criss-crossed the Firth on their way to nearby islands and peninsulas and a few yachts bobbed in the distance. By the time we reached Largs we'd missed the shops, so our next leg would have to be to Stranraer, rather than the smaller harbour of Portpatrick.

The passage south began peacefully enough and we hove to off Ailsa Craig, admiring the spectacle of the thousands of birds wheeling around, but the sea soon lumped up as we slogged into a strengthening headwind. The ➔

PHOTO: ALAMY



*A pleasant stop on the Forth and Clyde Canal*

PHOTO: ALAMY



*Rounding Cape Wrath in March could have been challenging*

## East coast to west coast options

### Via Forth and Clyde Canal

**Distance:** 450 miles  
**Toll:** £120 (including mast craning at both ends)  
**Max boat length:** 19.2m (63ft)  
**Max boat draught:** 1.83m (6ft)  
**Max air draught:** 3.0m (9ft 10in)  
**Time:** 2 days

### Via Caledonian Canal

**Distance:** about 690 miles  
**Toll:** £180 (no craneage)  
**Max boat length:** 45.72m (150ft)  
**Max boat draught:** 4.11m (13ft 6in)  
**Max air draught:** 27.4m (89ft 8in) at Kessock Bridge  
**Time:** 3 days, plus an extra week getting there and back

### Via Cape Wrath

**Distance:** about 820 miles  
**Toll:** Free, but extra berthing fees along the way  
**Time:** At least an extra week, weather dependent

### Road Transport

**Quotes:** £1,200-£2,000+, plus load and unload cranes, mast lowering and stepping, and launching fees estimated at £400-£500

20-litre plastic diesel can that we'd lashed to the pulpit was washed over the side, hanging off the bow. With the sea too rough to risk going forward to retrieve it, we left it until, an hour later, it was washed back on board by another wave. We were the only visiting boat to make it into Stranraer that day, and we stayed an extra day to let the weather pass.

### Through the North Channel

The final leg of our journey was to take us through the North Channel and into the Irish Sea proper. Thursday required an 0500 departure, to enable us to sail back up Loch Ryan and around the headland into the North Channel, in order to gain maximum benefit from the spring flood tide. Our timing was spot on and we flew along, exceeding 10 knots over the ground on a number of occasions. Despite being thrown around most uncomfortably, we arrived at Peel on the Isle of Man in

the early afternoon.

The marina at Peel has a half-tide flap gate that is only open two hours either side of High Water. We were planning to depart the following morning, four hours before the gate was due to open, so we were advised by the harbour keeper to moor alongside the breakwater with the fishing fleet, under the watchful eyes of a couple of seals.

We settled in for the evening and all was well until midnight when we were woken by the pounding of the boat against the breakwater. A swell was steadily building, and as much as we adjusted our lines and fenders, we eventually had to concede defeat at 0100. We telephoned Douglas Harbour Control, who remotely opened the footbridge, allowing us into the marina. It was a good job we'd read up in *Reeds Almanac* as part of our passage planning to find out about the out-of-hours access, or we might have been

dashed to pieces in the night. We celebrated our survival with a scotch before falling into our bunks.

The extra delay of waiting for the marina to open again meant we were out of time for the trip south, so we reluctantly had to leave *Tzu* weatherbound in Peel and head home. The rest of the journey became rather piecemeal at this point. We collected *Tzu* two weeks later but had a very rough 12-hour trip to Holyhead, with waves breaking over the bow and sending buckets of spray



*The Dalmuir Drop Lock is the only one in Britain*





*The sea began to lump up after we passed the giant granite cone of Ailsa Craig*

into the cockpit. On reaching the Skerries TSS, we feared that turning to cross it at 90° would put us broadside on to the waves. As there was no other shipping, the Coastguard gave us permission to proceed on our current course. When we finally arrived at Holyhead a large Stena Line ferry was just arriving from Ireland. After a quick radio conversation, we arranged that we would give way, and hove to in sheltered water while she passed.

### Stranded for a fortnight

The weather left *Tzu* stranded in Holyhead for another fortnight until we could take her down through Bardsey Sound into Cardigan bay. A spring ebb tide hurtled us along, and despite visibility that was down to 30m at times, hiding the beautiful scenery, we were soon past Porth Dinllaen, then St Tudwal's islands at Absersoch, and finally crossing Tremadog Bay in glorious sunshine. For the first time since leaving Hartlepool, we could abandon coats and jumpers. We picked our way up the Glaslyn estuary towards Steve's mooring in Porthmadog. After 445 miles of sea and canal, *Tzu* was home. 🚤



*Steve (in red) and Mike met on a night school sailing course*

### Mike Cooke

Mike Cooke, 61, a technical salesman in the building industry, started boating on his grandfather's Dunkirk Little Ship *Latouche* in the late 1950s and early '60s, progressing to a Wayfarer in the '70s. For the last 10 years he has owned a Colvic Countess 28, *Moonfleet*, based in Porthmadog, and cruises the waters of Cardigan Bay and Anglesey.



*We moored with the fishing fleet in Peel's outer harbour, but were battered by swell*



*Tzu brings her happy crew home to Porthmadog*

CHART: MAXINE HEATH

# Folkboat Festival



It was the biggest gathering of Folkboats on the Solent in living memory. Bob Aylott joined the owners and racers of this legendary class as they celebrated their 50th anniversary in a wet and windy Yarmouth



There are some who believe Folkboaters are floating hippies left over from the 1970s pop festivals. It's an observation that would bring a wry smile to thousands of Folkboat owners around the world. During the 50th annual Solent Folkboat week, 57 of these vessels were moored in Yarmouth Harbour. Hosted by the Royal Solent Yacht Club, it's a cult gathering in which the small contingent of ten old wooden cruisers was outnumbered by the mass of glassfibre racers.

I hopped aboard one of the wooden boats, *Carlinetta*, to meet her crew. There was a shortage of space as skipper Dave Jenkins manoeuvred his 6ft frame around the cabin to prepare tea. His partner, Karen, sat back as far as she could on the bunk and waited for the opportunity to find clear air to get up and join the search for teabags. With less than five feet of headroom, there's an art to space

management on a boat this size. After years of practice, these two floated about the cabin like a couple of well-tuned ballroom dancers.

'The Volkswagen Beetle was the people's car and these were originally the people's boats,' Dave told me, before cursing as he banged his head on the cabin top. 'But,' he added with a smile, 'whatever you think, they are ideal for first-time buyers and make great cruisers.'

Dave, 58, who keeps *Carlinetta* in Fareham, continued: 'This is our big cruise of the year. We're definitely not here for serious racing. Most days our race turns into a pleasant daysail around the Solent. I'll often do a little fishing.'

For the cruisers in the fleet, today's sailing hung in the balance. It was the worst weather for regatta week in living memory, with black skies dumping torrential rain and a strong, gusty southwesterly wind. Our spirits were dampened but not extinguished.

Rob Wilks, 73, who used to own Britain's first Folkboat, *Yo Ho*, joined Dave and Karen for a short, wet and wild cruise. While they waited down below for the green light, Dave told me how he found and saved *Carlinetta* from the scrapyard. After a few years of sharing a 9-tonne 34ft Hillyard moored in Warsash, self-taught sailor Dave decided to get his own boat in 1995. He knew he wanted a wooden cruiser, but admitted he had never heard of Folkboats.

'A friend who owned a 1964 Folkboat, *Ju Ju Too*, mentioned *Carlinetta* was up for sale,' he recalled. 'She had a good sailing reputation and had previously cruised and raced in the Solent, but now she was rotting away in a corner of PME

**ABOVE: The large racing fleet relished the lively conditions**

**RIGHT: Carlinetta's crew of cruisers took things at a rather more sedate pace**

PHOTOS: BOB AYLOTT

Boatyard in Fareham and was in need of a total restoration.'

With a top end budget of £12,000, he was looking for a project and a change of lifestyle. 'Something to keep me busy and out of the pub,' he said. After viewing a very sad-looking *Carlinetta*, Dave backed off at the thought of the work involved. But a year later, the desperate owner contacted him and wanted a quick sale. Dave offered £1,500, the deal was done and *Carlinetta* was transported to his barn in Titchfield for a refit that took three years to complete.

Excluding personal man-hours, the final restoration cost £4,000. 'I'd got my first cruising boat on the water for under £6,000,' Dave said. 'These boats are great for first-time buyers on a budget or someone looking for a project. You can pick up a second-hand one from around £2,000. A British-built Folkboat in excellent condition with a good pedigree



**Carlinetta is the right size for Dave and Karen**





could be in excess of £10,000, but that's still a bargain compared to a second-hand plastic Nordic, which costs about £25,000.

'I'd heard they were good sailing boats but they were wet. I knew the headroom and beam were restrictive, but it didn't put us off. It's a good endorsement to know that the Contessa 26 and Twister have a large touch of Folkboat in them. She's a pretty little boat, deep enough in the keel and big enough for what we wanted.'

*Carlinetta's* maiden cruise from Fareham to Yarmouth was for the 2004 Folkboat Week. 'By then she'd been off the Solent scene for more than a decade,' Dave told me. 'Word had got around that she was back and there was a rousing reception on our arrival in Yarmouth. The crowd included Christine Webster, the previous owner, and the famous Folkboat



**Dave helms *Carlinetta* as Rob Wilks prepares to set the genoa**

builder Tom Husband who took my lines, looked her up and down and commented: 'Not a bad job, nipper.'

As Dave concluded his tale, word was travelling along the pontoon like the beating of a tribal drum. It was a definite 'go' for sailing. Down below and in cockpits, crews donned their oilies,

lifejackets, hats and hoods. It was blowing old boots and the rain was bucketing down.

With lines and fenders off, we joined an orderly queue to leave harbour. It was August but it may as well have been November. The breeze outside the harbour had freshened and nasty squalls were blowing through the fleet. Dave rounded up into the wind for Rob to hoist the mainsail. Rain lashed down as gusts battered *Carlinetta*. Dave gripped the tiller and Karen kept dry down below as Rob

carefully shuffled forward to set the genoa. 'She's easy to sail – strong and solid,' Dave shouted across the cockpit. 'We'll get 5-6 knots if we're lucky. Upwind she'll point reasonably high.'

He has a spinnaker but so far has never used it, preferring to pole out a big genoa downwind. 'She'll go fast enough ➔'





*‘The boom shot across, careering unchecked, coming to rest on the leeward shroud’*

for me with that up,’ he told me as his grip tightened on the tiller. ‘The mast is stepped on the coachroof, so I don’t push her hard. I’d be putting unnecessary strain on her. She takes the sea well, but in her old age I try not to put her through too much bad weather. She doesn’t have a self-draining cockpit, so everything ends up in the bilge and has to be pumped out.’

The race marshal’s boat was lost from sight but across the airwaves her radio informed us that the plan for two short races had changed to one long race. Dave and Rob were still up for a sail, so we headed for the start line, close to the

mainland shore by Fawley. The wind had abated to Force 5, but a strong ebb tide was running against it. Wind over tide in the western Solent is not comfortable.

With Dave and Rob taking turns on the helm we had a fast sail across the Solent and as we approached the committee boat the racing Nordic Folkboats lined up for their start. Dave decided to gybe and head inshore to escape the worst of the tide, letting the Nordics start ahead of us.

Rob hauled in the mainsheet to control the boom as Dave brought *Carlinetta* dead downwind. Suddenly, wham! The boom shot across, unchecked, coming to rest on the leeward shroud. Our shocked disbelief quickly changed to relief as the mast vibrated, but stayed upright and intact. The mainsheet had been torn off the boom end in the gybe, leaving the mainsail dangerously free to do as it pleased.

The only safe option was to drop the mainsail. With Dave fixed on the tiller, Rob and Karen recovered the errant sail

and stopped it flogging and straining like a wild animal. With spanners, screwdrivers and string, they managed to re-fix the mainsheet to the boom.

In the meantime, with only the genoa set, Dave found it difficult to get close to the wind. Karen carefully released one tie at a time as Rob began hoisting the main. The air was loud with flapping and swearing and the problems got worse. The halyard wrapped itself around the jumper stays and refused to come clear. They were fighting a losing battle as *Carlinetta* pitched and rolled, so they quickly freed the halyard and



**Robin Walters began organising the Folkboat Week to offer one-design racing for the class**

tied the mainsail back down to the boom.

Wet, miserable and dejected, we had drifted downtide and well away from the start line. The other cruisers had set off and almost disappeared from view. It was a sad but sensible shout when the skipper announced it was time to retire gracefully. With the engine on we turned and headed to the shelter of Yarmouth Harbour. 🚤

*Thanks to Angela Cordon at The Royal Solent YC for supplying a RIB for our photographer.*

*For more information about Folkboats, visit: [www.folkboats.com](http://www.folkboats.com)*



**Roger and Sue Hayward’s Varne Folkboat, Sandpiper**



The Nordic Folkboat is a one-design class. Wood and GRP hulls are allowed

Blondie Hasler sailed *Jester*, a converted Folkboat with a junk rig, in the first OSTAR from Plymouth to New York

# Folkboats: a brief history

At nearly 75 year old, the Folkboat is as popular as ever, both for cruising and racing. Duncan Kent explains why

**T**he notorious Folkboat came about after the Royal Gothenburg Sailing Club and the Swedish Sailing Association sponsored a competition in 1940 to find a new design class that was a competitive racer, yet roomy enough for a small family to go cruising. Some 58 designs were submitted, but none was considered good enough overall. Instead, the job of amalgamating the best ideas from the top four contributors was given to Swedish yacht designer Tord Sunden, who went on to launch the result of this blend of concepts, the Nordic Folkboat, in Gothenburg on 23 April 1942.

The original boat, frequently described as minimalist even in its heyday, and 'one for the purists' in more recent times, had a clinker-planked wooden hull with a full-length keel, a raked transom and a simple Bermudian sloop rig. Her very generous 54 percent ballast ratio resulted in her being extremely stiff under sail and well able to stand up to her canvas.

The Folkboat soon began to attract the attention of long-distance racers and adventurers for its seaworthiness and modest cost. Probably the most famous was pioneer Blondie Hasler's junk-

rigged *Jester*, which came second in the 1960 OSTAR (Observer Single-Handed Transatlantic Race). She went on to cross the Atlantic a further 14 times with her new owner, Mike Richey, but was eventually lost in a storm in 1988, though Richey survived. Also in 1960, Rozelle Raines singlehandedly sailed her Folkboat *Martha McGilda* to Russia and two years later Adrian Hayter sailed *Valkyr* single-handed from the UK to New Zealand via Panama.

The Folkboat became a very popular cruiser/racer throughout northern Europe, America and even Australia, where they were built under license, along with numerous UK yards including Woodnutts, Lallows, Bussel, Perrys, Burnes and Husbands. The British version was most often built in the carvel-plank fashion, giving her a smoother and more watertight hull. She also featured a longer coachroof, which was raised at the after end for better headroom below. All Folkboat rigs remained identical, however, which enabled them to compete equally against each other in international races.

In 1967 Sunden introduced a GRP version, which became known unofficially as the International Folkboat, or more commonly the IF-boat. Some also called it the Marieholm Folkboat or Marieholm 26 after the yard in Sweden where some 3,488 were built over the next 17 years.

Among a plethora of daring voyages,

Australian grandmother Ann Gash sailed a plywood version around the world in 1977. After telling her family she was just off for a sail with friends, she embarked on a two-and-a-half year solo circumnavigation.

Having no radio on board, her first communication with them after setting sail was a postcard from Christmas Island.

The design spawned a variety of lookalikes, including the Folksong, Contessa 26, Varne 27, and the Stella 26, and influenced the design of countless more boats into the 1960s and 1970s. The most prolific of these, the Rogers/Sadler-designed Contessa 26, was sailed solo around the world in 1985 by 18 year-

old American sailor, Tania Aebi. There remains to this day a huge number of regularly raced fleets throughout the world, numbering some 4,000 boats. ▲

*'This boat is extremely stiff under sail and well able to stand up to her canvas'*

## Folkboat books

To read more about this magnificent yacht, try:

- **The Folkboat Story**, by Dieter Loibner (Sheridan House, 2002)
- **A Star to Steer Her By**, by Ann Gash (Angus & Robertson, 1980)
- **Maiden Voyage**, by Tania Aebi (Simon & Schuster, 1989)



# Put to the test in Greenland

Sailing a small boat in the wilds of Greenland isn't meant to be easy. Weather, ice and breakages put Bob Shepton through his paces



Dodo's Delight wintered ashore in Sisimiut rather than in Scotland

My ribs throbbed as I lay on the ground. Checking myself, I reckoned nothing was broken and gingerly got up. Sailing in Greenland isn't meant to be easy, but the start of this expedition seemed to be tougher than most. My Westerly Discus, *Dodo's Delight*, had wintered ashore in the small but friendly boat yard in Sisimiut, on the west coast. I was standing on a pair of oil drums to clean her topsides when I'd reached a little too far. The drums went one way, I went the other, landing painfully on my side on some loose rails lying on the ground.

The next blow was to my wallet. Two new heavy-duty batteries were needed to make sure the engine would start reliably, and at Danish prices, nearly £500 was gobbled up in a single bite.

On the bright side, there was now plenty of power to run auxiliaries and electronics

and we launched safely with the first fresh coat of antifouling on the hull in three years, having relied on the cold Arctic water to keep us clean till now.

The first half of my crew, Patrick and Trystan, arrived in early June. As neither of them had sailed before, I put them through some preliminary sail training in the fjord. Then, having bunkered with food, water and diesel, we set sail for Evighedsfjord to the south. There had been no wind at all in Sisimiut for days before our departure, but a pleasant following wind built steadily. To the relief of the crew, the skipper was on watch when it blew up to 28-30 knots. We charged south under mainsail alone.

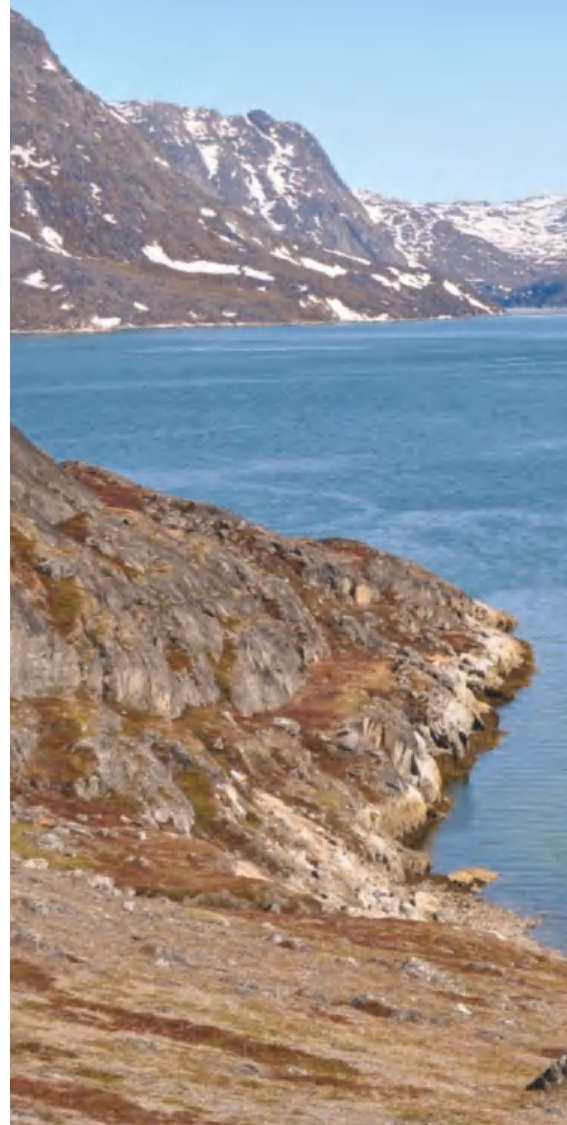
Things were looking up, and we were soon settling into a rhythm of sailing, exploring, anchoring and looking for routes for the boys to rock-climb. For the most part we were following the excellent *Arctic and Northern Waters Pilot* (Imray, £60), but I was also working on a supplement for the pilot and was keen to discover new anchorages. Putting in for a rest at the start of the 50-mile long Kangerlussuaq fjord, we found a convenient anchorage behind Cruncher Island not described in the pilot.

## A wintry start

Rock climbing in Greenland at this time of the year wasn't expected to be a problem and we were looking forward to getting going, but when we reached the dramatic fjord of Evighedsfjord with its Alpine-looking mountains, it became increasingly obvious that it was still winter here. Snow sat on the ground right down to shore level, so climbing rock would be difficult.

In Evighedsfjord we put into Bill

*Dodo's Delight is dwarfed by the Finnefeld, anchored securely in sand, with plenty of cod around*



Tilman's anchorage of Tassiusuaq and were surprised to find a luxury motor superyacht from Bermuda, with attendant helicopter parked ashore. This was a first for me. Greenland seems to be getting busier, as we would later discover. Further on, a vast glacier debouched dramatically into the fjord and we carried on. 25 miles in we reached the end of a subsidiary fjord, where I re-learned a valuable lesson. At the head of fjords there are often huge, hidden silt banks from past glacial activity that uncover at low water. This isn't an issue if you lay your anchors accordingly, but when the wind goes round you can suddenly find yourself on the silt bank. We were turning and drifting rapidly towards it, so I threw another anchor over the stern, which just stopped us crunching onto the silt bank.

Winter's grip was still in evidence when we reached Hamburgerland and Maniitsoq, further south. The manager of the Maniitsoq Hotel told us 'This year in







Greenland, winter has lasted later than for the previous 47 years'. Tremendous potential for climbing beckoned us all round, so despite the cold, the lads made some first ascents nearby, two of which were of a high standard and, 30 miles south, we reconnoitred an impressive-looking mountain ridge.

In the fjord below the ridge, we put our anchor down to leeward of an island. All seemed well though I knew it was probably on rock and these fjords can make their own weather. I woke at 0500 to find the wind had gone completely round. We were facing in the opposite direction. The wind was strong and our stern was close to the rocky island. Somehow the anchor was holding and we were not drifting back. The crew were all sleeping peacefully and I was loath to wake them as I didn't want to shift the anchor in such wind when we were stable,



***The skipper took to cod fishing while the crew were climbing***

so I kept an anxious anchor watch myself. When it was time to leave, in case the anchor had become wedged under a rock and would not come out, we motored over the top of it and it broke out cleanly. A merciful deliverance.

Later, having dropped the crew ashore to go climbing, I found a picturesque anchorage in sand further south. Here, we could hook out cod on a line every few minutes and, over the brow of the

enclosing arm, there was an intriguing inland fresh water lochan, undisturbed by tide and still covered with ice. On the way back to Maniitsoq we discovered another enclosed haven off the channel. We were shaken from our reverie by a loud bang and grinding noise echoing through *Dodo's Delight's* hull. The depth had gone from 4m to impact in a split second. We had found an

uncharted rock.

Much of the planning for the expedition had gone into working out crew logistics. The rest of crew were now due to join us and we sailed into Maniitsoq to meet Mark and Rob. Later in the voyage we would say goodbye to Rob in Nuuk but gain Martin in his place. Amazingly, all the changeovers worked without a glitch and each of the crew made their own unique contribution to the trip. ➔





Martin is an Arctic research scientist, so he brought a wealth of information about ice, and Patrick had voluntarily taken over all the cooking, a welcome first on this boat. Patrick and Trystan also became masters of night-time raids on skips in the settlements, purloining quantities of food – bread, chocolate, bananas, pizzas – thrown out by the supermarkets. We ate it all with relish and without mishap, marvelling at the wastefulness of westernised society, even in these remote places.

I was getting weather forecasts by email from the redoubtable Peter Semiotuk in Yellow Knife. He pointed out a limited period of northerly winds, essential for us to get south, so I radioed the team ashore and we left the Shark's Fin, as we had named it, in a hurry, setting sail for Nuuk to the south with a following wind. The wind eventually died near Nuuk.

Rather than mooring in the town, we motored round to the fjords to the north and east, where we discovered a well-protected inlet immediately to the north of the town. It was a pleasing way to escape the hurly-burly of the capital city. Further on, we explored the fjords and two of the team took in a high standard Alpine-type ridge, probably the second ascent. We

*We had good holding near Kap Thorsvalden but weren't sure if the icebergs could reach us*



also spent a pleasant time with fellow cruising yachts *Arctic Monkey* and *Suilven* anchored in Itissoq fjord below, where the water was so clear you could choose which fish you wanted to catch. It can be complicated taking on water in Nuuk, so we also filled our tank from the clear, chuckling mountain stream ashore.

Each discovery of a new anchorage or sheltered bay was recorded for the *Arctic Pilot*, and old anchorages were checked. One of the best we found in these fjords was at Qarasuk, the site of an old settlement. The dual outlying islands of Qeqertaq also formed a protective line for a number of anchorages, sheltered from all directions. In fact, *Dodo's Delight* rode out strong southerly winds for several hours anchored here in sand or silt in the bay on the north side of the eastern island.

It was well past midsummer now and darkness was returning. Careful pilotage was required south of Nuuk as we motored through islands and rocks in darkness towards the next glacial fjord with promise of climbing possibilities. Preferring to continue in daylight, we anchored offshore just short of a fjord. It was a moderate anchorage, but on our way back in daylight, we found we had missed a perfect sandy bay with a line of huge sand dunes along the shore, left by ancient glacial outflows. If the wind was onshore this side, we could go round the headland of Marraq and anchor in sand on the other side with the dunes above.

The passage from Nuuk to Paamiut forced us out into open water once more. The weather was varied, and difficult. We made our way into Paamiut in a strong following wind and a boisterous sea.

Paamiut is not my favourite settlement, but it does have a convenient long hose from the jetty for filling with diesel. I used to be able to say, half humorously, 'If you see another sailing boat in Greenland, it's been a busy summer'. Not any more. In addition to *Arctic Monkey* and *Suilven*, whom we had already met up with, a Polish boat *Lady Dana* moored up alongside and kindly asked us aboard. I was slightly

aghast at the vast quantities of vodka consumed by some of my crew. 'It was very weak stuff,' they told me. In spite of some language difficulties it was a convivial and pleasant evening. Then, when we returned to Paamiut after exploring a nearby fjord, there was *Nomad* with a young Austrian couple just in from Labrador, with news of old friends from the North West Passage in *Vagabondelle*, whilst *Empiricus*, also old friends from the North West Passage, were pursuing us south having wintered the boat in Aasiaat. Generally all this traffic allowed us to meet new and lovely people, although there was one large Swiss boat moored behind us in Nuuk that played loud music through their deck speakers till 0300.

We left the crowds of Paamiut behind for the large, isolated island of Nunarssuit. Heading out through the inner passage, we

passed a hurricane hole we had previously found, down a short fjord with a right-angled offshoot, protected from all winds. Ahead of us lay 100 miles of motoring, no wind and thick Greenlandic fog.

We made landfall at Kap Desolation and found a good anchorage in the north-west corner of a protected channel between the cliff of Kap Thorvaldsen and the enclosing line of islands at its foot. That the numerous icebergs which tend to ground in this area had found it difficult to get in was an added bonus. We strengthened our position with a line ashore. With excellent hiking and potential for climbing all round, the lads took on a couple of new routes on a wall round the back of Kap Thorvaldsen, and we continued to investigate and record a number of pleasing anchorages on the island. There aren't many places

PHOTO: ROB BEDDOW



**Mark on top of Shark's Fin after a successful climb**

**Sailing and climbing is a great combination**

PHOTO: MARTIN DOBLE



**Approaching an anchorage in the Arctic requires careful judgement**



**The thermal springs in Qaqortoq were the perfect place to unwind**



*The crew enjoyed dancing on ice, but I was not keen to join them*



**We finally got a following wind three days out from Scotland after 11 days of headwinds**



## Bob Shepton

Bob, 81, lives in Scotland with his wife. He has won the Royal Cruising Club's Tilman Medal twice. He has been a Royal Marines officer, a youth leader in London's East End and chaplain to two schools, from which he took pupils sailing, climbing and skiing. His voyages include a westabout circumnavigation in 1993-95, via Cape Horn and Antarctica.

you can anchor with sea eagles circling above you, reindeer ashore, mountains to starboard and icebergs in the fjord to port.


The next leg, in lovely sunshine but no wind, took us away from the wilderness and into the town of Qaqortoq. The Seamen's Mission has now closed but after a long walk we did find showers, clothes-washing facilities and WiFi, though a Danish warship did move us from our berth because they wanted it. South from here we became tourists, visiting the well-preserved 14th Century Norse church at Hvalsey and soaking in the hot thermal springs at Unartoq. Back aboard, we rode out stormy winds in the circular fjord of Tasiussaq, off Tasermiut, with a magnificent panorama of mountains all around, and a spectacular display of the northern lights covering the whole night sky. Our final stop in Greenland, after a very stormy night, was in Nanortalik for final stores and bunkering.

The northern Atlantic wasn't going to let us off the hook and was its usual difficult self. The notorious Cape Farewell joined in the act and, as we turned south to get into the Atlantic, the wind went from 5 to 25 knots in seconds and an already nasty sea became violently bouncy. We reefed down, set the inner staysail and clawed our way south to clear the Cape.

The weather charts we were now getting by email from 'my man in Scotland' showed that a depression to the south of Iceland had thrown out a huge spider's web of isobars stretching right across the Atlantic from Greenland to Britain and beyond. Our plan was to work south around these, hoping to pick up westerlies to the south. The winds continued to build, however, and we were forced to heave to for 26 hours. In the process, the base plate of the kicking strap shot off the mast foot; it wasn't until things had markedly calmed down that we could effect a repair.

We were given a brief interlude in the

tumult as we were almost becalmed, but the big winds and seas soon returned, the isobars tighter than ever. A wave hit me in the chest and threw me across the cockpit. The fresh water system stopped working and only recovered when we bypassed the filter system. Huge, long Atlantic rollers were sweeping under us, one of which hit the boat like a slab of concrete, bursting open a repair I had done two years previously. Water spurted in a jet across the saloon and soaked Martin's bunk – he was unamused. When things calmed down we tackled a repair in mid-Atlantic, pushing fibreglass filler into the cracks and holes as best we could. Thankfully it held for the rest of the trip. Then the loo seat began to crack and threatened to lose its vacuum – a potential disaster – and the wind instrument gave up altogether.

Finally, for the last three days we picked up a consistent westerly, speeding us towards Ireland and into the Firth of Lorn. At long last, we put into Oban for fuel, but were met with unwelcome news: 'Sorry, no diesel'. Instead we motored in heavy rain past Castle Stalker into Dallens Bay. We tied up at the pontoon, after 1,645 miles and 14½ days at sea, shattered but thankful. The passage marked the crew's first and my 15th Atlantic crossing, as well as my 80th year. It wouldn't have felt right if it had been easy. 



**An old crack opened up mid-Atlantic. Stuffing it with fibreglass paste was the only option**



UNWANTED  
BOATING GEAR?  
WHY NOT SELL IT  
AT TRUNK TRADERS?  
Call 01590 614614 for more info

Beaulieu events

# Boatjumble

Sunday 24 April 2016



Ask The Experts LIVE  
with sponsors

Practical  
**Boat Owner**

**Boatjumble** Hundreds of stands selling boating bits

**Boatmall** Equipment, accessories, clothing and services

**Boatmart** Used craft from classics to nearly new

**Trunk Traders** For budding jumbler

More than just a Boatjumble!



Entry includes all Beaulieu attractions:

National Motor Museum, Palace House & Gardens, Beaulieu Abbey and World of Top Gear

[beaulieuboatjumble.co.uk](http://beaulieuboatjumble.co.uk) 01590 612888



**24/7 MARINE BREAKDOWN ASSISTANCE**

**DON'T CAST OFF WITHOUT US**

- 90% of boats are repaired on scene
- Dedicated marine engineers
- Home berth start
- Unlimited callouts



**JOIN TODAY: 0800 885500**

Email: [sales@seastart.co.uk](mailto:sales@seastart.co.uk) • Web: [www.seastart.co.uk](http://www.seastart.co.uk)

# A New Experience...



**Globe Sailor**

ONLINE YACHT CHARTER

12.000 SAIL & MOTOR BOATS  
800 CHARTER COMPANIES  
150 DESTINATIONS  
A DEDICATED ADVISOR

[www.theGlobeSailor.com](http://www.theGlobeSailor.com)

[contact@theglobesailor.com](mailto:contact@theglobesailor.com)

+44 (0)20 3695 6438

# Still sailing solo at 94

Since he bought his first boat in 1955, sailing has been an all-consuming part of Peter Garrod's life. He still sails solo, as John Walker discovered

Ask Peter Garrod what has given him most pleasure in his long life, 94 and counting, he thinks for a moment and then comes up with flying and sailing, and going solo in both. Born in 1921, his Air Chief Marshal father had served during World War I in the Royal Flying Corps, so flying inevitably influenced the young Peter. By his late teens, his father had given him sufficient lessons and experience aloft to have secured him his right to fly solo under normal circumstances, but an eye defect scuppered his wish to follow his father into the RAF.

With World War II imminent, Peter deferred going up to Oxford and went instead as an apprentice at Hawker Aircraft Company. There, in 1941, he read of a request for people with quite literally any flying experience to join the Air Transport Auxiliary, a civilian organization set up to ferry repaired and damaged military aircraft between factories, transatlantic delivery points and active service squadrons. Here, his defective eyesight was considered less important than his ability to fly and after a brief but rigorous test, he was signed up. By the time he left the ATA four years later, he had flown 68 different types of single and twin engine aircraft, most of them solo, which, he says now, was perfect training in confidence and self-reliance for what became his solo sailing career.

In 1955, whilst working in Manchester, Peter bought his first dinghy, an 11 Plus, followed by a Smallcraft 14 Leader, both of which were used to investigate the North Wales coastline, often 'overnighting on beaches in great discomfort', but the bug had bitten him and in 1965 he bought a Macwester 26 which, he noted, 'floated well but didn't sail too well!' Having joined the RAF Yacht Club and the Royal Southern Yacht Club in Hamble in 1971, he celebrated by buying a 32ft Renown off the Westerly stand at London Boat Show.

He remembers that *Yachting Monthly* at the time had described this Laurent Giles design as 'a safe, steady, all-weather

PHOTO: JOHN WALKER



PHOTO: COURTESY OF PETER GARROD



**Peter has been sailing since 1955 and he still cruises singlehanded at age 94. INSET: Peter has cruised his Westerly Renown since buying her new at the 1971 London Boat Show**

cruiser', which was pretty much how he saw himself. He liked its ketch rig, solid build and fairly heavy 10,000 lb displacement, so £4,500 changed hands and so extended his affair with the sea. He christened her *Artimon* after the classic Latin for 'little sail', and he is still sailing her today.

## Singlehanded voyages

Sailing out of the Hamble transformed his aspirations, as he remembers: 'I now had the real possibility of cruising both coasts of the English Channel and beyond, the right boat to do it in and the time available. I have always enjoyed probing creeks and estuaries and with her legs, *Artimon* can take the ground. I have also cruised with friends in Venezuela and Scotland and chartered for myself in the West Indies, but I've found that the English Channel has enough interesting places for my tastes. However much I enjoyed cruising with a crew, about 80 per cent of my time aloft has been single handed. Now, it's almost a hundred per cent.

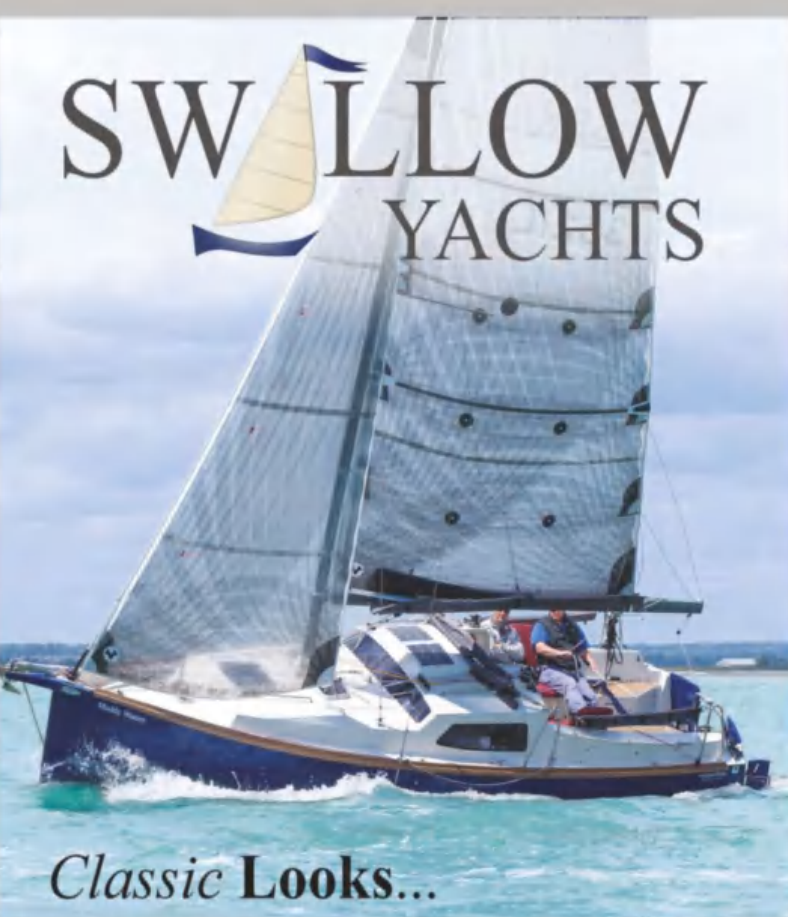
'Malcolm Robson's pilot books, *Omonville to Tréguier*, *Port Blanc to Ile de Sein* and *The Channel Islands* were all new at the time I came south and became my

boating bibles. Like him, I have never been one for marina-hopping and if carefully managed I can be self-supporting for up to 10 days. As for my boat, *Artimon* is easy to sail, has no tricks and has been a good old friend to me and I have never really been caught out or scared myself. I modified her rigging to reef from the cockpit and apart from small updates to equipment, she is much as I bought her. She is a bit stiff and I thought she could do with a taller rig, but I have never bothered as she is comfortable and convenient as she lies.'

A glance at his meticulously written logs of the past 44 years give a flavour. Normandy, Brittany north and south, Biscay as far south as La Rochelle, Dorset, Devon, Cornwall, the Isles of Scilly, the Isle of Man and Ireland have all regularly featured on *Artimon's* cruising itineraries. Sailing from April to October and averaging two days per week, by his own admission Peter Garrod is not as spry as he was yet he sails on, though his summer of 2015 has, by choice, been restricted to the Solent and Poole. Whilst he may not be the oldest member of the Royal Southern Yacht Club, at 94 he is the oldest still sailing solo. For going solo is what he has always done and he sees no reason to change. ▲



# SWALLOW YACHTS



*Classic Looks...*



*...Modern Performance*



Swallow Yachts produce a stunning range of craft that combine classic looks with modern performance; traditional elegance married to modern hull shapes and carbon spars. Water ballast trailerability, ease of handling and lifting keels are common features on all our boats.

Visit our website for more information, or call to arrange a test sail.

[www.swallowyachts.com](http://www.swallowyachts.com)

[info@swallowyachts.com](mailto:info@swallowyachts.com)

Tel: +44(0)1239 615482

Swallow Yachts, Cardigan, Wales, UK.

SWALLOW  
YACHTS

Pantaenius, because not all yacht insurance is the same.

24/7



## 24/7 Emergency Claims Line

You are never alone when things go wrong. Out of hours support provided by our own team – not outsourced to a call centre – ensures immediate and relevant advice day or night.



## New for old

Our New for Old deduction is only applied over 10 years and only to materials & parts with an option to buy back full New for Old settlement of your claim.



## Wear and Tear & Latent Defects

If you have a claim under your policy for loss caused by wear and tear, latent defect, corrosion or rot, only the faulty part is excluded.



## No hidden charges

No documentation fees, no cancellation fees and no surcharges for payment by instalments.



## Skipper Liability

Your liabilities as an owner are comprehensively covered by Pantaenius, and extend to cover your liabilities, as a personal owner, when you are using a borrowed or chartered yacht.

Contact us to obtain a quotation and find out why you should choose Pantaenius.



**PANTAENIUS**  
Sail & Motor Yacht Insurance

Germany · United Kingdom\* · Monaco · Denmark  
Austria · Spain · Sweden · USA\*\* · Australia

Pantaenius UK Ltd. · Marine Building · 1 Queen Anne Place  
Plymouth · PL4 0FB · Phone +44 17 52 22 36 56

[info@pantaenius.co.uk](mailto:info@pantaenius.co.uk) · [pantaenius.co.uk](http://pantaenius.co.uk)

\*Pantaenius UK Limited is authorised and regulated by the Financial Conduct Authority (Authorised No.308688)  
\*\*Pantaenius America Ltd is a licensed insurance agent licensed in all 50 states. It is an independent corporation incorporated under the laws of New York and is a separate and distinct entity from any entity of the Pantaenius Group.



There's always a good read hidden on a sailor's shelves. Tell us your favourite. EMAIL [theo.stocker@timeinc.com](mailto:theo.stocker@timeinc.com)

# A crew finds their yacht holed and sunk in port

Charles Lynam's yawl *Blue Dragon* is holed while her skipper is away walking on the isle of Skye

**W**e stayed a day stormbound at Broadford. Then ran to Pabba, landed, and got specimens of the lias fossils, and then, after an exciting effort to run through the rocks, we got round into Croulin Harbour.

Here we stayed two whole days stormbound, and then sailed off for Loch Sligachan. Anchored at the head of the loch in the shallow water and got out the legs. Skipper walked up to the hotel to send telegrams and prospect, found that much mountaineering was going on. The great mass of Glamaig looked frowningly through the mist, which hid Ben Cailleach. Finding the *Blue Dragon* with some difficulty we turned in, taking the ground nicely.

Next morning we determined on a long expedition and started at about 10.30, taking luncheon, sketching book and geological implements. We tramped through squashy quagmire for two or three miles and then found

a rough track, walked on to Drumhain, then turned up north into Harta Corrie.

On our return we were met by the news that our ship was under water! Tired as we were we hastened to where we had left the dinghy, and sure enough nothing but the burgee of the *Blue Dragon*

*'It was frantic, back-breaking, heart-breaking work filling the bucket'*

was visible above the water. Our clothes (we had nothing whatever but what we stood in) were soaked. We fed at the hotel and talked to the visitors till midnight; then skipper and bosun went off to board the *Blue Dragon*.

It was now low water and she was high and dry. We dragged and carried the dinghy for half-a-mile to where she lay – found her full of water. She had taken the ground on the edge of a pool,

the starboard leg had been forced up and a great hole made in the top and second planks. Skipper baled her out whilst the bosun tried to repair damage; but it was an awkward job as the gunwale was under water in the pool. Then we waited till the tide began to flow. Soon we saw that the repairs were of little use. The water poured in, the night was dark, our lantern was unfixable, and for two long hours we toiled. First one and then the other baled with the bucket, standing up to our knees in the water, baling out floating candles, cigars, biscuits, leaves of books, etc.

The yacht being right on her beam ends, the pump would not work until the water had risen a great height inside, then one pumped whilst the other baled. The skipper was almost done, but the bosun did double spells with the bucket. The water still gained. It was frantic, back-breaking, heart-breaking work filling the bucket in the angles and corners of the cabin top, listing it high overhead and chucking its contents over the side; at last, almost at the end of our

strength, though the bosun's efforts were gigantic, the skipper gave a great shout, 'She's rising!' and slowly the gunwale lifted and she rested on an even keel, but still she was full to the top of the cabin hatch, and it took another hour to get her dry, but the pump now was in full work, the leak was above water-line, and at last we were able, as the day began to break, to sail her off into deep water, get into the dinghy, and trudge back to the hotel. We slept from 4.30 till 11 and then sailed her with a fair breeze back to Kyle Akin, where the mate left us and Dugald Macleod patched her up.

We got all the charts, and bedding, and clothes spread out on the beach, wired to Oban for fresh bedding, and for two days cleared up as far as possible. Clock, watches, aneroids, camera, books, bags, sketches and sketching materials, all ruined. At the hotel we met Colin Hunter, R.A., and Sir James Farrer, and every one was kind to the wrecked mariners. 🚢

PAINTING: CC LYNAM



## Charles Cotterell Lynam

CC Lynam (1858-1938) was the first of three Lynams to be headmaster of the Dragon School in Oxford. He ran the school with a nautical theme and was called 'Skipper' by his pupils. He had what were, at the time, unconventional views that children should enjoy their education and be allowed free time.

His yacht, *Blue Dragon*, was an engineless 25ft clinker-built, centreplate yawl, built in Oxford to Lynam's own design. She was then sailed down the Thames, around Land's End and up to Scotland, where he cruised in the school holidays. He was dismissive of contemporary sailing guides and was proud that he 'never had a paid hand on board, and never but once signalled for a pilot.'

The Log of the *Blue Dragon*, 1892-1904 was written by C C Lynam and published by AH Bullen, London in 1907. Second hand copies are available online







**Lofrans'**  
WINDLASSES



Lofrans Tigres Windlass  
RRP £1,315.05  
**FROM £879.95**

**Lofrans'**  
WINDLASSES



Lofrans Cayman Windlass  
RRP £1,175  
**£929.95**

# LEWMAR® Pro Series Windlass



**LEWMAR  
PRO SERIES  
WINDLASS 1000  
ONLY £579.95!**

**Lofrans'**  
WINDLASSES



Lofrans Kobra Windlass  
RRP £1,016  
**£749.95**

**Lofrans'**  
WINDLASSES



Lofrans Royal Windlass  
RRP £569.00  
**£389.95**

**HARKEN®**



Harken Radial Winches  
RRP £443.15  
**FROM £319.95**

**LEWMAR®**



Lewmar Evo Self Tailing Winches  
RRP £393.16  
**FROM £299.95**

**OUR CUSTOMERS RATE US AS EXCELLENT 9.6!**



# MARINE SUPER STORE

[marinesuperstore.com](http://marinesuperstore.com)

**02392 219 433**

Port Solent • Chichester



Valid until 30th April 2016 only

# Harty Ferry, The Swale



**Mud, sweat and beers, Dick Durham reflects on the charm of Harty Ferry in The Swale, inside Sheppey, North Kent**

**T**he Isle of Sheppey is a strange place. Its location right next to Britain's southeastern financial powerhouse is an anomaly, and its disembodied presence on the fringes of the North Kent marshes has provided sites for three of Her Majesty's prisons, but its brooding isolation is also a great attraction for cruising sailors.

Harty Ferry, situated on the island's underbelly – actually another island itself, the Isle of Harty – is no more than a weedy causeway which leads to a lonely pub, the Ferry House Inn, whose former landlady once told me how a dog-lover spent the night in the saltmarsh grave that he had dug for his beloved Alsatian.

'It was at the time of the Yorkshire Ripper and even though we were miles away we were spooked when we saw a man with a sack over his back walking out over the marsh at night,' she told me, 'so

**The anchorage off the Ferry House Inn is sheltered from any wind except a stiff northeasterly**

we called the Old Bill.' Police arrived with torches and searched the saltings. Under a tarpaulin they found the man asleep alongside the dead hound and an empty bottle of whisky.

It would be a strange tale for anywhere, but at eerie Harty Ferry it does not seem peculiar. If you can handle the eeriness, Harty Ferry is a sheltered anchorage in any wind except for a stiff northeasterly. If the breeze is in this quarter, then bring up close to the Sheppey side of The Swale because you'll benefit from the Horse Sand breaking the swell. The holding on both sides of The Swale in wet boulder clay is magnificent, in a Low Water depth from 4m but never less than a metre, anywhere

between Fowley Spit and Faversham Spit.

For those tempted to take a run ashore to the Shipwrights' Arms at Hollowshore, where two creeks merge, be certain you don't leave the pub much after half ebb, otherwise

you'll be in for a spot of mudlarking.

The visitors' moorings which once existed near Faversham Spit have gone, but this means there's more swinging room for anchoring.

Yacht and fishing boat moorings run along the south side of The Swale and tenders from these craft use the causeway on the south bank, which is marked with tall, swaying withies.

There is a fresh water spring bubbling away on this side of Harty Ferry, where yachtsmen of yesteryear would fill their jerrycans. And from here you can walk around the sea wall to Oare village, where there are two excellent pubs: the Three

*'All those who visit fall under Harty Ferry's haunting spell'*

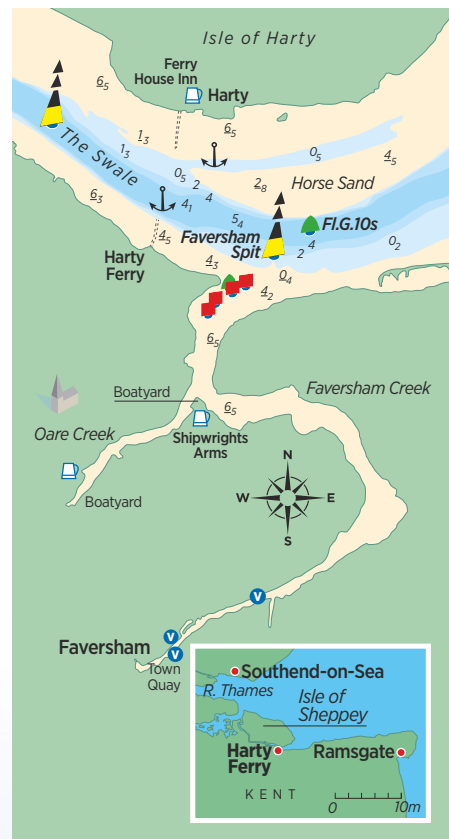
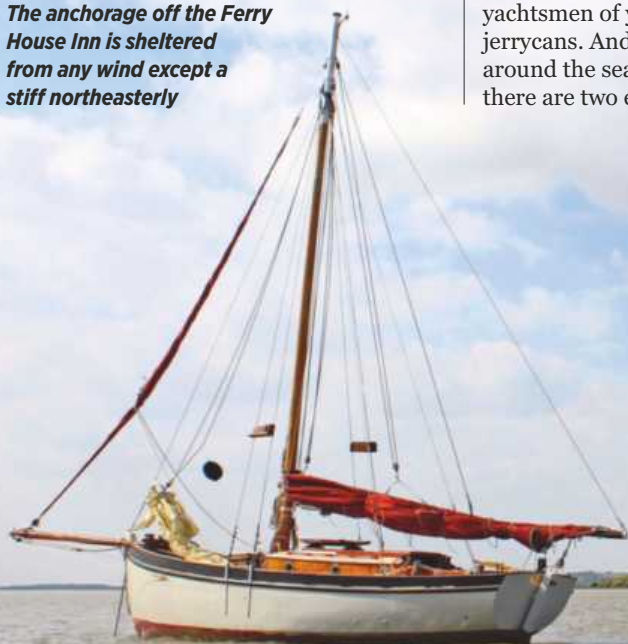


PHOTO: DICK DURHAM. CHART: MAXINE HEATH

Mariners, which has gone gastro, or the Castle Inn where the ham is still served alongside egg and chips.

All those who visit fall under Harty's haunting spell, but there are plans, not yet abandoned, for another island: 'Boris Island', the fevered dream of a replacement for Heathrow Airport. Let us hope that Harty Ferry and its environs remain the flypast of avocet and not aircraft. ▲





# Your boat, our passion



We believe it's what others say about us that really counts! And with Seajet 033 Shogun self-polishing antifoul coming out on top of Practical Boat Owner's major independent group comparison test of 20x different antifoul products, we are proud to say that...



**SEAJET 033 SHOGUN IS 'BEST ON TEST'**  
(PBO, JANUARY 2016)



For technical queries or questions regarding availability contact: Marine and Industrial LLP. Tel: (01692) 406 822 Fax: (01692) 406 866 Email: [sales@marineindustrial.co.uk](mailto:sales@marineindustrial.co.uk)  
[www.marineindustrial.co.uk](http://www.marineindustrial.co.uk)  
Use Biocides Safely. Always read the label and product information before use.

## NASA- MARINE INSTRUMENTS

## Battery monitors, Solar Panels & LED Lights

Ultra bright LED lighting at less than one third of an AMP!  
**EASY LIGHT LED Luminaire**

Our 12 Volt Easylight luminaire contains 48 high efficiency LEDs in a slender surface mounting package -128.5 x 66.5 x 16.5 mm



Cool White



Warm White

£29.50 each inc VAT



**Supernova Combi**  
Tri and Anchor L.E.D mastlight  
£129.00 inc VAT

### Semi Flexible SOLAR PANELS

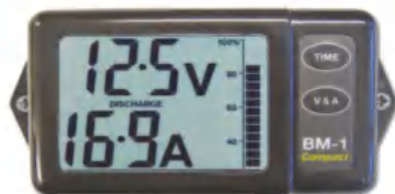
Just 3.5mm thin our weather proof panels are tough enough to withstand being stepped on when wearing soft soled shoes



20 watt - 350mm x 495mm £119.00 inc VAT  
10 watt - 265mm x 360mm £65.00 inc VAT



£105.00 inc VAT



£104.50 inc VAT

- Clipper BM1 size 110 x 110 mm
- Compact size 125 x 62 x 23mm
- Battery capacities 5 - 600 AMP hour
- Load current 100 Amps Maximum
- Supplied with precision shunt and prefabricated cables for simple DIY installation



**Clipper BM-2**  
200 Amp load current  
£129.00 inc VAT

Clipper BM-1, BM-2 and BM-1 Compact are designed to monitor performance of 12 Volt lead acid battery systems. They show voltage, current (charge or discharge) battery charge state and the time to charge or discharge.



Looking down on to  
the anchorage at  
Village Bay

# Hirta, St Kilda



The journey to this anchorage may be long but the rewards are great, says Jonty Pearce

St Kilda is not only the largest gannetry in the world, but also the westernmost point of the United Kingdom, 40 miles out into the Atlantic. Home to Britain's tallest cliffs and honoured as a World Heritage site, it was considered unsustainable by its community in 1931, resulting in evacuation despite a history of continuous habitation for 2,000 years. St Kilda is not one island but an archipelago of four islands and three main outlying stacs. The group hosts two anchorages, though only Village Bay is a decent prospect – Glen Bay on the north shore of Hirta only deserves consideration in truly desperate conditions.

St Kilda's exposed position requires a determined voyage for any visit, and great attention has to be paid to the weather forecast as any east in the wind can make Village Bay untenable. Returning from one successful visit, we had a chance meeting with a yachtsman who had attempted the passage four times without managing to land once. Have no doubt, St Kilda is a destination you have to want to get to, rather than having a passing whim.

However, once there, the effort is

rewarded with the most breathtaking scenery – truly majestic soaring stacs topped by a host of wheeling gannets akin to a cloud of giant midges; vertiginous cliffs dropping straight into the sea yet teeming with avian activity, and the haunting ruined village of the lost community, its roofless walls left to the mercy of the elements. Even the military missile base is now being dismantled, leaving the island in the safe custody of the National Trust for Scotland. Due to the decommissioning of the missile facility access to the island pub, The Puff Inn, ended years ago, although there is still

*'Have no doubt, St Kilda is a destination you have to want to get to'*

a shop selling souvenirs, but not supplies. Neither is there formal access to water or showers, though I'm sure that the former could be supplied *in extremis*. Self-sufficiency is the byword here – bear in mind that the island's only method of supply is by landing craft.

The anchorage is on the main island, Hirta, and the approach is hazard-free. Sail straight in from the south-west and enjoy ample room to anchor in the wide bay. The only caution is to avoid the beach to the west of the military buildings, as this is the access route for the landing craft. Gladly, the holding is good throughout the bay, and the shelter fine as long as the wind avoids the east to south-east quadrant. However, even a moderate northeasterly can still bluster round the slopes of Oisebhal and create a disturbance. The best advice is to pay good attention to the forecast and get out soon if high winds are forecast – the nearest safe haven is a day away.

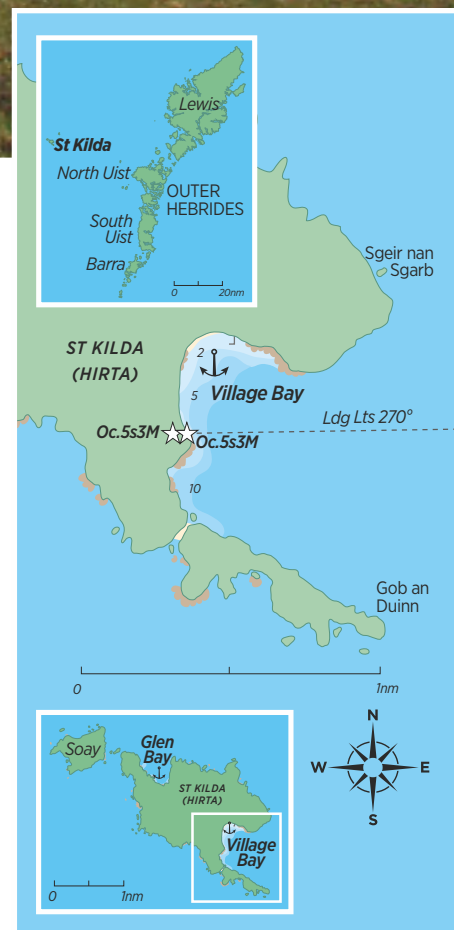


PHOTO: ALAMY; CHART: MAXINE HEATH

There is a small concrete pier for landing, though the swell encourages speed and agility. The warden requests a VHF radio call before landing, and may meet you on the shore to run through the rules, advice, and current wildlife-watching opportunities for your stay.

Having slaked your shore-based appetites, no trip is complete without a circumnavigation of the archipelago – the passage beneath the vertical cliffs of the towering turret of Stac Lee engenders a true realisation of human insignificance. Visit and be awed.





## Case study

Moody 336

Boat name	Nickla Thyse
Location	Poole Harbour, Dorset
Treatment	Coppercoat® anti-foul applied 1994
Photo	Celebrating 20 years of continual effective protection; Jayson Kenny of Coppercoat® with owner (right).
Verdict	The original Coppercoat® treatment has now lasted for over 20 years & continues to do so. No re-treatment yet required.



## Award winning anti-fouling Multi-season protection

Coppercoat® is the most durable and long lasting anti-foul coating currently available. Millions of boat owners world-wide are in the habit of lifting and re-painting their boats every year – Coppercoat® puts an end to this costly and time consuming exercise.

**+44 (0)1258 861059**  
**info@coppercoat.com**  
**www.coppercoat.com**

Buy online at  
[www.ropestripper.com](http://www.ropestripper.com)

Saildrives are our speciality

Ambassador Marine  
252 Hursley, Winchester,  
Hants. SO21 2JJ  
Tel (01962) 775405

Award winning Bearing Encased\*

Upgrade kits available  
01372 451992  
[www.speedseal.com](http://www.speedseal.com)

DOUBLE IMPELLER  
**LIFE**

**RUN-DRY SAFETY**

now on military, rescue & lifeboats

Auto & Marine Electrical Components

Full range available  
victtron energy

## Electrical components, parts and accessories for all your boat wiring needs

- Full range of UK-made tinned copper cable
- Connectors, terminals, fuseboxes, busbars, switches
- Battery management products
- Interior and exterior LED lighting
- Web & phone orders – fast delivery
- Trade enquiries welcome

**[www.12voltplanet.co.uk](http://www.12voltplanet.co.uk)**

Tel: 01865 236446 Email: [sales@12voltplanet.co.uk](mailto:sales@12voltplanet.co.uk)

[facebook.com/12voltplanet](https://facebook.com/12voltplanet) [twitter.com/12voltplanet](https://twitter.com/12voltplanet)

# Turtle Sanctuary, Tobago Cays



Drop your anchor in crystal clear water, put on your snorkel and discover the wonders of this national park, says Kit Pascoe

Whenever you hear a seasoned charter skipper say, 'Pfft, Tobago Cays was so much better 20 years ago,' feel free to walk in the other direction. Tobago Cays is still fantastic, no matter how you look at it.

Regardless of where you're coming from, it's easier and safer to take the North Channel route into the Cays near the top of Mayreau than the South Exit. Reefs are numerous and savage but quite obvious on a clear, sunny day. Nevertheless, having a dedicated navigator to check the chart and distances continually is very useful.

It would be wise to look at the chart and pilot book first and decide which anchorage you want to head for and plan a route; this is no place for indecision or hesitation. Aim to arrive between 0800 and 1000 for a good spot as everywhere will fill up with catamarans by noon.

Anchoring costs EC\$10 (£2.50) per person per 24 hours and will be promptly collected by a very friendly park ranger. You can also choose to pick up a buoy for EC\$45 but with good holding in clean

white sand, there's no need. If you arrive early and don't have a draught exceeding 1.8m, you can anchor between the reef and the turtle sanctuary. The water is obscenely clear so drop your anchor onto whiteness, not any circular dark patches that will be either a turtle or sea urchin.

People are swimming everywhere here so be very watchful of snorkelers. And when you are snorkeling, even near reefs, keep an eye out for dinghies. Most people drive their dinghies with exceptional care, but it's best to stick your head up and make sure they see you if they're heading your way.

Due to the extensive reefs, it's easy to swim to one and be the only person for 300 metres. From the anchorage next to the turtle sanctuary (which is a buoyed beach) towards the eastern reefs, the depth is 2m or less, which makes for a great view no matter what your snorkeling ability is.

The fish here are incredibly abundant and clearly not threatened by people. The turtles, unsurprisingly, don't stick to their designated zone and drift throughout the anchorage without a care in the world, spending a lot of time on the seabed.

Although fully enclosed by reefs, the anchorage is completely exposed to the prevailing easterly winds, which can make swimming the short distance to the east reefs surprisingly tough. If you like, take your dinghy and anchor it in sand near the coral to save your legs.

As the Tobago Cays (and neighbouring Mayreau) is a national park, you shouldn't pump your bilges or heads directly into the sea. There's also a 6-knot speed limit

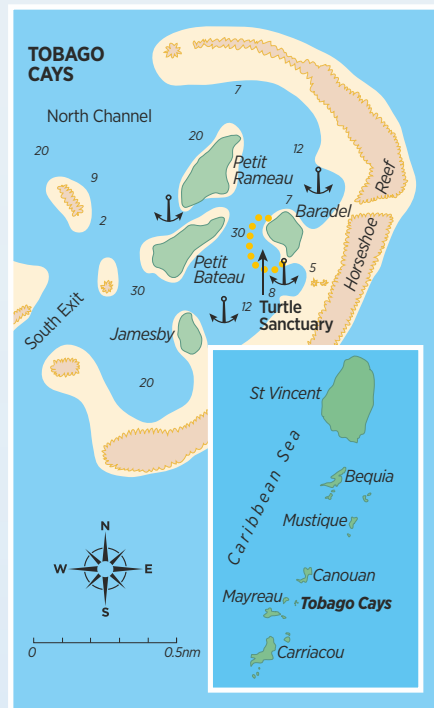


PHOTO: KIT PASCOE. CHART: MAXINE HEATH

throughout the Cays, which is as much for your safety as anybody else's.

Photographs from the deck will never convey the extraordinary scene properly; if you want my advice, go up the mast and take photos from there.

The amount of fish, lobster and turtles you can see here shows that the national park is working well to protect them. Don't catch or offend any of these exquisite animals and they'll still be here when you come back in 20 years. 🐠

**With clear white sand and good holding anchoring is easy**

*'Tobago Cays is still fantastic, no matter how you look at it'*







033 Shogun Antifouling 2.5L

RRP £92.00

**£74.95**



# Cruiser UNO



**EU 3L  
ONLY £69.<sup>95</sup>!**  
RRP £99.<sup>95</sup>



Tiger Xtra Antifouling 2.5L

RRP £99.95

**£59.95**



Micron Extra 2 2.5L

RRP £126.00

**£89.95**



Interspeed Ultra 2.5L

RRP £133.00

**£94.95**



Hard Racing Antifouling 2.5L

RRP £112.50

**£69.95**



Trilux 33 2.5L

RRP £109.95

**£89.95**

OUR CUSTOMERS RATE US AS EXCELLENT 9.6!



# MARINE SUPER STORE

[marinesuperstore.com](http://marinesuperstore.com)

**02392 219 433**

Port Solent • Chichester



Valid until 30th April 2016 only

# Port Gaverne, Cornwall

*Port Gaverne  
with the old slate  
quay on the right*



**If you want to find somewhere off the beaten track, Dag Pike recommends this quiet harbour**

**P**ort Gaverne on the north Cornish coast hides in the shadow of its famous neighbour next door, the Port Issac of *Doc Martin* fame.

Port Issac is a proper harbour with a couple of breakwaters to offer shelter, whilst Port Gaverne, just to the east, has no such luxury, it being just an open cove. In the past Port Gaverne was used as a port to export the special slate from the Delabole Quarry a few miles inland and a quay was carved out of the solid rock on the east side of the harbour.

This quay was a drying berth so the sailing ships loading there had to take a chance that the weather did not deteriorate over the tide. For an overnight anchorage at Port Gaverne where you can remain afloat you need to stay further out, but you can find adequate water and still get the shelter of the cliffs. These cliffs shelve down fairly steeply but there is a rocky bottom along both sides of the cove so for better holding ground on a sandy bottom it is best to stay in the middle of the channel

and navigate in using your sounder.

There are only a few small fishing and angling boats that operate from Port Gaverne these days so you should not be blocking anyone's passage by anchoring. With the wind anywhere from the south round to east there is good shelter, and even if the wind swings round to the south-west there should still be adequate shelter but you may find the swell rolling in around the headland if it builds up outside.

Ironically, Port Issac cove next door offers better protection when you anchor outside the breakwaters but here you may have a more disturbed night. Port Gaverne seems to value its peace and quiet and the local hostelry, the Port Gaverne Hotel, is located a couple of hundred yards inland from the beach. Here you will find good food and drink but if you want to go really posh then there is celebrity chef Nathan Outlaw's new restaurant conveniently located between Port Gaverne and Port Issac, and there are more pubs in Port Issac.

Landing is by tender on the beach at the head of the cove and if the tide goes out when you are ashore, you could have a long carry to get back to the water. Apart from the slate quay there are other traces of Port Gaverne's seafaring history to be seen. The original fish cellars and the kilns where limestone was converted into lime for the farmers are both still there.

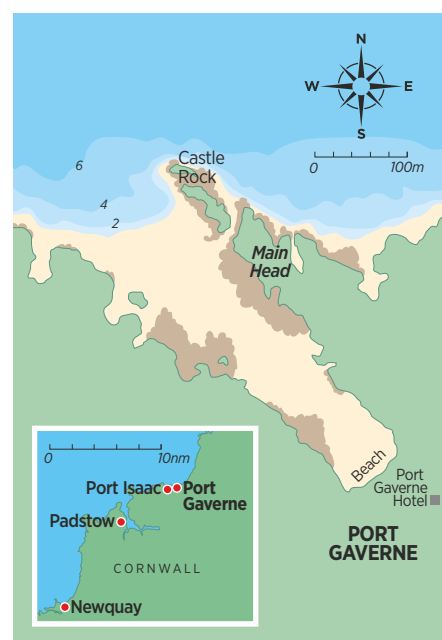



PHOTO: DAG PIKE CHART: MAXINE HEATH

The ships coming in for the slate would bring in the raw materials such as the coal and limestone and land them into horse-drawn carts on the beach.

Port Gaverne is not the most sheltered anchorage on this exposed coast but it is a rewarding spot for those who want to find somewhere off the beaten track. Anchoring here is like turning the clock back 60 years. 



# YACHTING

MONTHLY

Be sure  
to **rate**  
& **review**

instantly on your  
iPad or iPhone  
[yachtingmonthly.com/digital](http://yachtingmonthly.com/digital)



QUICK TO DOWNLOAD

EASY TO USE

AVAILABLE WORLDWIDE



Available on the  
App Store

Also available on

NOOK® HD+



Google play

kindle fire



zinio™

# Welcome to Estonia

*Dick with Tallinn skyline and cruise ship terminal in the background*



Estonia is creating a chain of yacht harbours along its coast, no more than a daysail apart. Dick Durham goes exploring

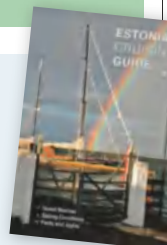


CHART: MAXINE HEATH

## ESTONIAN CRUISING GUIDE 2015

By Hillar Kukk, Tõnis Lepp and Meeli Paldrok. Published by Estonian Small Harbour Development Centre, €59. [www.evak.ee](http://www.evak.ee)

This small, soft-covered guide includes everything you need to know about sailing in Estonia, from general information about the country to sailing conditions, charts, pilotage, ports of entry regulations and Customs information. During the summer of 2015 the authors visited all fifty-two ports mentioned in the book. Two pages across a spread are dedicated to each harbour and include a colour aerial photograph, harbour plan with approach, locator map and navigation/harbour information. The book's design is clear, the port information is concise and, being spiral-bound, it's easy to use. All charter yachts in Estonia carry a copy on board. If you are considering sailing around Estonia it should be at the top of your 'to buy' list. **MH**



Yachtsmen visiting Estonia will find themselves sailing into a lost world of forest, miniature harbours and a myriad islands peopled by friendly seafarers who have salt water in their DNA.

Estonians have always had a deep and strong connection with the sea, with seafaring and shipbuilding traditions going back to prehistoric times. Estonian Vikings were skilled and notorious seafarers. In the Middle Ages, Estonian Hanseatic ports like Tallinn and Pärnu were busy trading places, and the famous explorer Fabian von Bellingshausen, who discovered Antarctica, was born in 1778 on the biggest of Estonia's islands, Saaremaa.

In 1918, a Royal Navy detachment defended Estonia's shores during the nation's War of Independence against Russia. But during the 50 years of Soviet occupation that followed World War II,

Estonia's 1,520 islands were off limits, even Estonians needed visas to visit them. Fearing that the Nordic country's seafaring population would vote with their keels, hundreds of vessels including yachts were cut up and an underwater 'iron curtain' of chains was erected across harbours to stop anyone sailing away to Sweden or Finland. That era ended a quarter of a century ago and events have moved on. And yet, because of the Soviet deep freeze, there exists now a cruising paradise, which is gradually being developed.

There are 157 virtually untouched harbours dotted along the heavily



**Approaching Tallinn with 'Khrushchev blocks' mixed with new builds**



City Marina, Tallinn, in the heart of a medieval port

## 'World War II ended in 1992, with the collapse of the Soviet Union'

indented, 2,000-mile limestone coast, fifty of which are suitable for deep-draught yachts. Ashore, the through-the-looking-glass wilderness of forest, marsh and intact village life is difficult to find anywhere else.



**Kalev Vapper, commodore of Kalev Yacht Club, Tallinn**

life is difficult to find anywhere else.

'For us, World War II only finished in 1992 when the Soviet Union collapsed,' said Kalev Vapper, 61, commodore of the Kalev Yacht Club in the Estonian capital, Tallinn.

'Because of that, a generation has grown up with a blank space in their mind where

sailing is concerned. And yet, perversely, we are left with massive potential to create a yachting utopia.'

That utopia is well under way with a major drive to convert fishing harbours, ferry ports and reedy backwaters into yacht marinas. The aim is to make Estonia a destination for sailing families, who can cruise from port to port during daylight hours. I was given a whistlestop tour by yacht, motor-launch, car and even bicycle, of the progress so far. ➔

## Tips for cruising Estonia

- There is little or no tide to worry about, but after a storm from the south-west or west the sea level can rise by a metre.
- The legal drink-sailing limit for skippers is 50mg/100ml. On Estonian roads, it is zero.
- Fishing nets and pots are banned from dredged channels. In the open sea, a single flag marks the landward side of a net and two flags mark the seaward side. Never sail between the two. There should be a 50m gap between nets so that yachts can pass.
- Winds on the Baltic coast are usually from the south-west or north. East and northeasterly winds are rare. In the Gulf of Finland the wind pattern is different. Here, northeasterly winds are common and west or southwesterly winds can be strong.
- There are more than 400 public Internet access points ([regio.delfi.ee/ipunktid/](http://regio.delfi.ee/ipunktid/)) and 200 Wi-fi hotspots ([www.wifi.ee](http://www.wifi.ee)).
- Thanks to a law called 'Everyman's Right', everyone is allowed to spend the night on public land. If the area is not marked with clear prohibition signs, it is permitted to move around on private land from sunrise until sunset. Individuals may remain on private lands in order to rest, gather fruits of nature, fish, anchor a boat or run ashore. If private land is fenced or there are signs forbidding entry, you must obtain permission from the landowner to enter or cross it. Everyman's Right does not apply on agricultural land. Shore paths can extend 10m from the waterline. The *Estonian*



Red port buoy, green starboard buoy: all channels into Estonia's 157 harbours are well marked

*Cruising Guide* (see opposite page) contains useful information and harbour guides.

■ Ferries connect the mainland with the islands of Saaremaa, Hiiumaa, Prangli, Vormsi, Kihnu, Ruhnu and Abruksa. There are also ferries to Helsinki, Stockholm and Rostock in Germany ([www.estravel.ee](http://www.estravel.ee)).

■ All charts use the WGS-84 datum. The Charts of Estonia small craft folios cover the whole coast in three volumes (email [charts@gotta.ee](mailto:charts@gotta.ee)). Admiralty charts are available, but offer less local detail.

■ Visual ranges of lighthouses and beacons assume an observer's eye height of 5m above sea level. All bearings of leading lines and light sectors are from seaward.

■ Swell is negligible in the Baltic, but in open waters short, steep seas can get nasty when the wind pipes up. This can be marked in Estonia's shoal waters.

PHOTOS: DICK DURHAM UNLESS STATED OTHERWISE



# A tour of Tallinn Bay



**Seaplane Marina, where you can share a berth with an ice-breaker and a steam launch**

My journey began at Kalev Yacht Club on the east side of Tallinn Bay, built to host the sailing events for the controversial 1980 Moscow Olympics. Local sailors soon realised that its training facilities would hold lasting benefits. As a result of the Soviet determination to win gold on the water, Estonians are among the best in the world at racing and regattas. The Estonian Yachting Union is now making sure the cruising yachtsman is also catered for.

I joined local skipper Uku Randmaa,

a 52-year-old builder who has sailed solo around the world, for a three-reef sail aboard his Hanse 43, *Temptation III* on the choppy waters of Tallinn Bay, bound for City Marina in the heart of Tallinn itself.

Visiting yachts can also berth alongside in the magnificent Seaplane Harbour. Founded by Tsar Nicholas II, it gives a good overview of Estonia's maritime history and houses a submarine, an ice-breaker and historic sailing yachts.

Tallinn's medieval Old Town, which is on the UNESCO World Heritage List, charms visitors with historic buildings and cobblestone streets, restaurants, shops and hotels. I stayed at the Three Sisters, which has hosted Queen Elizabeth II and Prince Harry, and enjoyed a lively evening at the medieval-themed Peppersack restaurant where nightly sword fights are performed during dinner.

The baroque Kadriorg Palace, set in impressive grounds east of the city centre, was built in 1718 by Peter the



CHART: MAXINE HEATH



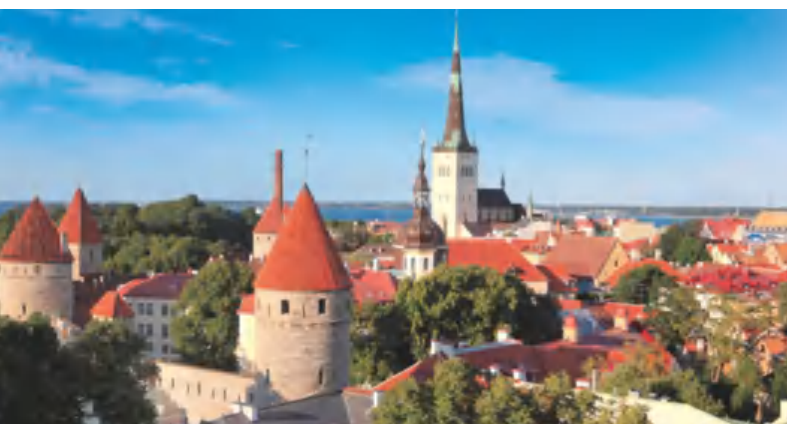
**Solo circumnavigator Uku Randmaa and his Hanse 43**

Great of Russia as a summer holiday home for his second wife, Catherine I. It's now a museum filled with Russian and Western art. The nearby KUMU art museum features local 18th century paintings.

Estonians are famous for their song festivals, which have taken place every five years since 1869. A unique folk-singing culture has helped carry the state's identity through invaders from Denmark, Sweden, Germany and Russia, with Estonia's brief first period of independence (1918-1940) in between. Around 100,000 people gather for these events at the national Song Festival Grounds, a stone's throw north of Kadriorg.



**Sign at Kalev YC, from the 1980 Moscow Olympics**



**View of the Old City, Tallinn, one of the world's smallest capital cities**



**Kadriorg Palace, Tallinn, built by Peter the Great as a summer home for his wife**

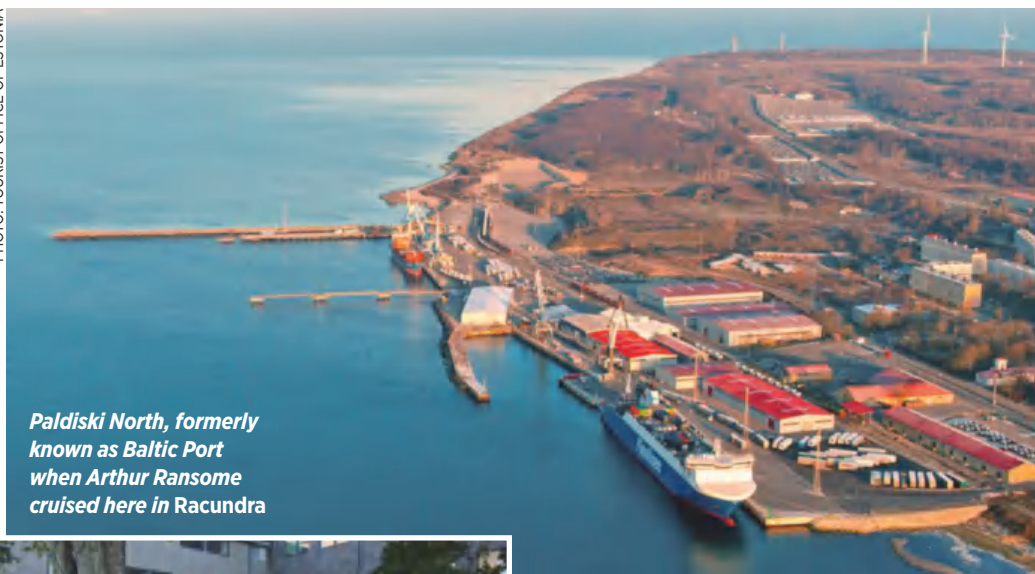


# Along the north-west coast



Jaano-Martin Ots,  
editor-in-chief of  
Paat & Meremees  
yachting journal

PHOTO: TOURIST OFFICE OF ESTONIA



Paldiski North, formerly  
known as Baltic Port  
when Arthur Ransome  
cruised here in *Racundra*

My next guide was Jaano-Martin Ots, editor of the Estonian sailing magazine *Paat & Meremees*, who I met at Kalamaja Fish House in the 'hipster' part of Tallinn where the houses, like the traditional boats, are made of wood. We drove west along the coast to visit Lohusalu, a harbour sheltered from all wind directions. It's a scenic place offering beautiful views over the bay, peaceful walks under pine trees.

Next we dropped into Paldiski North, a commercial port with 4m of water which is not off limits to yachts but not ideal, with a quay height of 2.8m above sea level.

It was here that Arthur Ransome spent two summers and in his book *Racundra's First Cruise* he describes local shipwrights using an upturned mine, emptied of its explosives, to boil water and steam timbers for the construction of a fishing boat, thereby turning a weapon meant to sink vessels into a crucible to help them float. He would not have been allowed to witness such industry once the whole area became a base for Soviet submarines.

Further west is the fishing harbour of Dirhami, where a Swedish-speaking community lived from the 13th century, until Soviet occupation forced them to



Tchaikovsky's bench, Haapsalu; *Swan Lake* was composed nearby

leave. Although leisure facilities are limited, we saw a visiting Finnish yacht taking aboard stores alongside the high fish quay.

Jaano-Martin explained that anchoring is rare in Estonia: 'It is not a habit we have got into,' he said. 'It is almost always open sea and if you anchor you must be prepared to change location at a moment's notice. The seas are shallow beyond the dredged channels and the

waves are short and sharp.'

Certainly the charts show a multitude of rocks, caused by what's known as the 'erratic rock' phenomenon, in which huge chunks of granite, carried by a glacier until it melted, were then dumped on the limestone sea-bed. Finding an anchorage requires careful navigation and settled weather.

Haapsalu, the furthest point west before the islands, has three marinas and is popular for ice yachting in the winter, when the sea freezes. It was here, as he sat beside the Kuursaal looking out across the silent, flat inlet with faraway pinewoods, that Tchaikovsky was inspired to pen *Swan Lake*. Whether he took a mud bath to help with his finger joints we know not, but yachtsmen can do so at Fra Mare Thalasso Spa, set in the woods where Tchaikovsky heard an Estonian peasant girl singing and incorporated her song into his Sixth Symphony. ➔

PHOTO: ALAMY



View from the tower of  
Haapsalu castle to the city  
centre and the old town



# Among the islands

**E**stonia's second biggest island, Hiiumaa, is believed to be the oldest in the world, formed 455 million years ago as the result of a meteorite explosion. Due to a mild maritime climate and lime-rich soil, it has a very rich flora and fauna. Elk, moose and lynx inhabit the woods alongside wolves and bears, which are now so prolific that licenses are available for hunters. Hiiumaa is also known for its lighthouses including Kõpu, one of the oldest in the world and in continuous use since 1531.

There was just one visiting yacht in the new marina at Heltermaa, where I arrived to meet local sailors Heleri Uus and Lia Rosenberg for a tour of the island. The prize port is brand new Kärkla Marina, with all mod cons and a winter lay-up warehouse that costs €6/m<sup>2</sup> per month – 721 yachts visited last season.

The ladies drove me out to Tahkuna Lighthouse, Estonia's tallest. Interestingly, parts of it were made by the engineers who built the Eiffel Tower. We climbed up and looked down on the haunting bell tower, which marks the worst peacetime maritime disaster ever to occur in the Baltic: the sinking of the *Estonia* ferry in



**Tahkuna Lighthouse;**  
**Estonia's tallest and**  
**part-built by Eiffel**  
**Tower engineers**



PHOTO: ALAMY

**Saaremaa, Estonia's largest island, windmills and thatched homes**

Yachts now builds and launches its smaller models before motoring them across to Sweden to be rigged and commissioned. There's ample depth here and full facilities.

Next we hopped aboard Meelis's six-metre dory for a trip to Abruka, an island south of Saaremaa known for its broadleaf forest, and Kuressaare, a port popular with visitors because of its harbourmaster Oskar Jõgi, 72, a Cruising Association port officer well known to British sailors. He had fifty visiting yachts last year, with about ten from the UK. A good place to eat here is Spa Hotel Meri, just along the quay from the marina.

Peeter Säask, 54, boss of Saare Yachts, has built thirty-four Saare boats and 150 Finnulgulfs here.

Another day, another island – Muhu, connected to Saaremaa by a causeway and location of that rare thing in Estonia: an anchorage. This one is quite simply magic, with at least 2.5m of water off a tiny uninhabited wooded islet, Love Island. A

dinghy journey leads up a creek through reeds to the landing jetty of 16th century Pädaste Manor, whose Alexander Restaurant is one of the best in the country. 'Nuclear rocket launchers aimed at Sweden once existed on this island,' the owner Martin Breuer told me, 'but they've all gone now and access to the sea has been restored for almost 25 years.'

1994, which claimed 852 lives including all of the children on board. The bronze bell is cast with the faces of children and it tolls when the wind reaches Force 8, its strength on that fateful day.

Saaremaa, Estonia's largest island, has retained its uniqueness due to its isolation. In the villages you can still see stone fences and houses with thatched roofs. This is a land of dolomite stone, windmills and home-brewed beer.

Meeting me here was Meelis Saarlaid, 52, a harbourmaster who has sailed around the world, rounding Cape Horn in 2000 to complete a lifelong dream in his Finnulgulf 44, *Lennuk*, named after the boat of the epic hero Kalevipoeg.

We inspected Triigi, where the ferry docked, and the new yacht harbour of Soela in the north, which charges only €5 a night but is tight on depth. Meelis's harbour is Roomassaare, where Arcona



**Harbourmaster &**  
**circumnavigator**  
**Meelis Saarlaid**



**Haunting memorial to the Estonia ferry disaster**  
**in which 852 perished, including all the children**



**It's rare to see a**  
**boat anchored**  
**or moored**  
**anywhere other**  
**than in a marina**



*Sailing in Bay of Pärnu; these yachts all sailed from Pärnu*

# Into the Gulf of Riga

**E**gon Elstein, 56, is president of the Estonian Yachting Union, counterpart to Britain's RYA. He sails an XC 38, *Tuulekaja*, based in Estonia's summer capital, Pärnu, and invited me aboard for a daysail. Egon bought his boat in western France and sailed her home to Pärnu Yacht Club, which is set among parks and woodland. The city, established in 1251, is known for its beach culture and has been a resort for centuries.

We sailed out into the Bay of Riga with a light westerly for the 21-mile passage to Kihnu Island. Egon used a tablet running Navionics to navigate in the cockpit. At one stage he switched to iSailor software and suddenly we were swamped with detail. 'It was gathered by the Soviets who were always spying,' said Egon, whose father, now 87, was given 10 years' hard



**Egon Elstein, president of the Estonian Yachting Union, entering Pärnu Harbour at the helm of his XC 38**

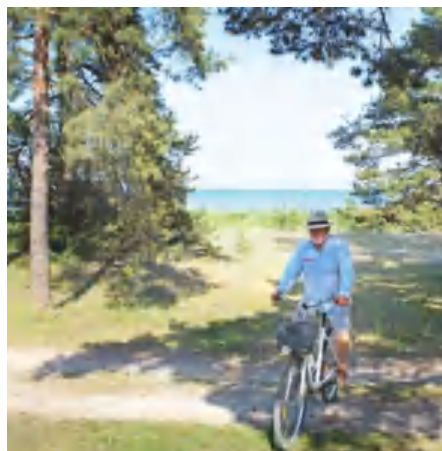
labour in Siberia as an 18-year-old for making remarks about Stalin. During the 'Soviet time' there were no charts available to the common mariner as they contained 'strategic information'.

Kihnu is a UNESCO site because it is run by women. This stems from the days when men were away at sea fishing, leaving the womenfolk to raise the children, harvest the fields and produce the food. Many of them still use

motorcycles with sidecars to load boxes of herring from the returning boats.

We moored in Kihnu's yacht harbour and hired bicycles for a tour of the island. We saw only one woman, dressed in the traditional woollen striped skirt. She was working, running the central museum, while many men were sitting around drinking. To be fair, it was a Saturday.

The wind died during our passage back to Pärnu, where we arrived just in time for a memorable feast at the art nouveau Villa Ammende. A NATO jet and two USAF A10 tank-buster planes flew overhead as we sailed into port, but their soaring rush was soon replaced by the clap-clap and melody of ladies in Estonian national costume whirling in the dust of a local fair. ➔



**I swapped the helm for handlebars to inspect the facilities available at Kihnu Island, a UNESCO site**



**Estonian dancing ladies in traditional costume can be seen throughout the country at summer fairs**



**The art deco Ranna Hotel is a good daymark for yachtsmen sailing to Pärnu**

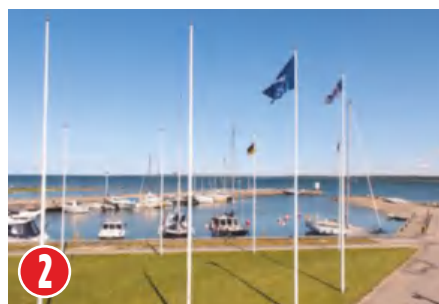


# Estonia cruise planner

No need to sail overnight: there's a harbour just a daysail away along Estonia's coast



**Tallinn** Kalev YC Marina, 4m depth. €20 (£15) per day; City Marina, 4.3m depth. From €35 (£25) per day; 30ft to 50ft €55 (£40) per day; Seaplane Harbour, pontoons in 8m. €3 (£2.25) per m per day. From here you can walk into the medieval city centre with bars and restaurants.



**Lohusalu** Pontoons, 10 visitors' berths in 2.2m. €23 (£17) per day up to 50ft. A rural arcadia surrounded by forest and wildlife.



**Dirhami** Alongside fish quay in 4.2m. €20 (£15) per day. Poor shelter in N and NW winds, but a good, if basic, club restaurant.



**Rohuküla** Alongside quay or on swinging moorings, 4.7m depth. €20 (£15) per day. Good shelter and roomy but limited facilities.



**Heltermaa** Marina, 4.6m depth. €20 (£15) per day. One of the loveliest locations, with good shelter. Short walk to knitwear emporium.



**Haapsalu** Old Yacht Club, pontoons, 1.8m depth. €20 (£15) per day up to 28ft; 28ft to 40ft €35 (£25) per day; Grand Holm Marina, 2.5m depth. €20 (£15) per day; Westmeri Marina, 2.2m depth. €30 (£22.50) per day. Enjoy the inlet which inspired Tchaikovsky to write *Swan Lake*.



**Kärkla** Marina, 60 visitors' berths, 3.2m depth. €20 (£15) per day. Newly constructed marina, well-managed with most facilities.



**Orjaku** Yacht dock, depth 2.7m. €15 (£11) per day up to 10m; over 10m €20 (£15). Good or moderate shelter in all winds.



**Triigi** Pontoon berths or swinging moorings, 2.8m depth. €20 (£15) per day. Basic port, well-sheltered, excellent ferry connections.





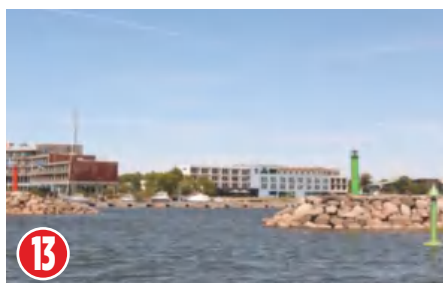
**10 Soela** Yacht harbour, 1.8-2m depth. €10 (£7) up to 39ft a day; over 39ft €20 (£15). Peaceful and friendly harbour with restaurant.



**11 Roomassaare** Alongside finger pontoons, 4.6m depth. €20 (£15) per day. Launch site for new-build Arcona Yachts.



**12 Abruksa** Finger pontoons, 2.5m depth. €20 (£15) per day. Isolated and beautiful spot famed for broadleaf forests and wildlife.



**13 Kuressaare** Pontoon berths, 2.3m depth. €25 (£18) per day up to 42ft; over 42ft €32 (£23) per day. Ten UK yachts visited last year.



**'Love Island' anchorage** Good holding, depth 2.2m, and just a dinghy trip away from Padaste Manor's A1 restaurant.



**Lõunaranna** Alongside quay, max 15m LOA, 2.2m draught. €20 (£15) per day. Luxury Padaste Manor is a cycle ride away.



**16 Kuivastu** Marina berths, depth 2.8m. €20 (£15) per day. From here it's just a short hop to the mainland.



**17 Virtsu** Yacht berths, depth 2.2m. €20 (£15) per day. Slightly exposed. Limited berthing but a good lunchtime stopover.

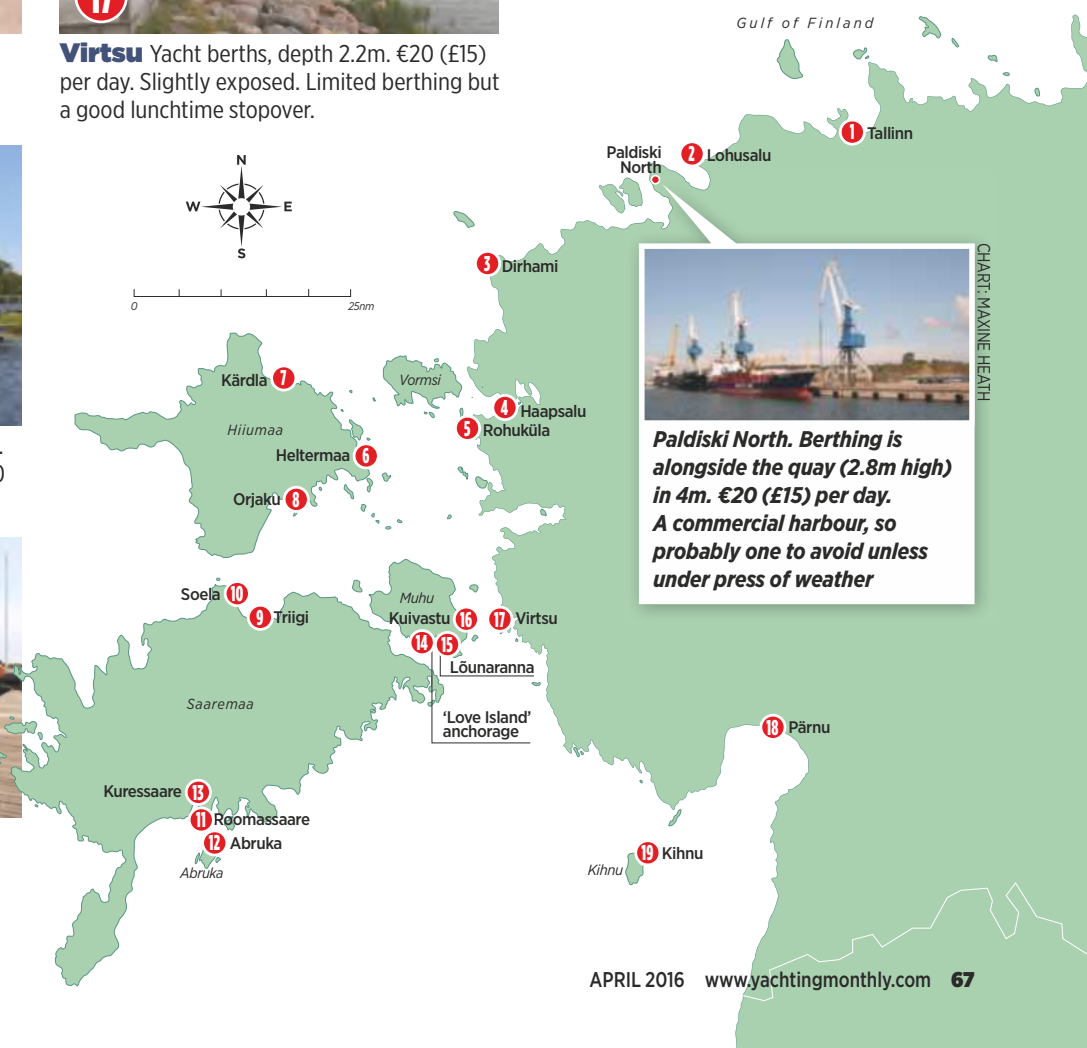
**'Get a pontoon to yourself. Walk through the woods, and dine on wild boar'**



**18 Pärnu** Pärnu YC, marina berths, depth 3m. €16 (£12) per day up to 28ft; 28ft to 40ft €20 (£15) per day; over 40ft €30 (£22).



**19 Kihnu** Yacht harbour, 3.4m depth. €20 (£15) per day. Here you can see fishermen's wives drive motorcycle sidecars.



# CRUISING LOG

**Readers' Cruising Stories**

Yachting Monthly's founder Herbert Reich wrote in the first issue in 1906:

**'We shall be glad to receive the best logs and cruising stories offered to us from all parts of the world'**

110 years later, nothing's changed! We're still publishing your cruising stories

**PLEASE SEND YOUR STORIES TO**

**yachtingmonthly@timeinc.com**



## Sailing to Alresford Mill

**A contemplative tour of the Brightlingsea creeks and channels with Nick Ardley**

We'd sailed from Lawling Creek off the River Blackwater the previous day with a thrusting westerly wind behind us, after a bottom scrub on Mundon Stone. We reached into the Colne and beat up Pyefleet, tucked in behind Mersea Island, and anchored close to Pewit Island.

The Mate wanted a potter up on the tide to Rowhedge, a place she'd not visited awhile. So, discussing our plans, I said, 'Let's sail up to Colchester Hythe, then drop down and anchor near Alresford Creek after.'

'Why?'

'Tide's ok for Alresford Creek...'

My Mate smiled knowingly and asked: 'Then Brightlingsea?' I nodded: it would be our provisioning stop before heading southwards to the Swale. Besides, we love 'Brittlesea' too.

I'd been into Alresford Creek two years before, whilst sailing alone, intending to reach Thorington Mill, which operated until around 1926. Creeping in later than I should have on a neap tide, I ended up sliding the boat's



*Whimbrel on Mundon Stone with a clean bottom after a good scrub-off*

keel onto a mud bank. Fortunately it was still before high water, so upon regaining my freedom, I made my way out. I was due to pick the Mate up on the far side of the estuary at Bradwell the next day. Being stuck deep behind Brightlingsea wasn't an option.

After breakfast the next morning we ran out of Pyefleet with a lighter westerly wafting us along. The tide was flooding and we crept upriver in a blissful haze. Passing through the tidal barrier at Wivenhoe I stowed the sails. The ferry pontoon at Rowhedge was clear so we turned

and berthed. We enjoyed a walk around the quiet streets shopping for supper before adjourning to The Anchor for a light lunch.

### **Up the 'Roman river'**

We sailed off the pontoon with the tide still flooding and a warm westerly wafting off the land. It's surreal sailing to Colchester: to the west, fields sit below you, while the Clacton rail line runs close beside you to the east. Then you reach the lower wharves – a sad sight – lined with empty, disused warehouses. The port was deregulated by the 'city fathers'

and, some years ago, trade ceased. Passing by the assortment of liveaboards and the nearby visitors' pontoon, I said: 'We'll turn shortly and sail back.'

Clearing the 'Roman river', which runs up to Fingringhoe Mill, I saw the barrier close. Fortunately it was just a brief test. Later, we anchored for the night a little above the entrance to Alresford Creek, clear of the main channel because Prior's gravel barges pass regularly to their ballast quay on the Fingringhoe shore.

Waking after a quiet night we sat in the cockpit, which was deliciously full of sunshine, enjoying our morning coffee and serenaded by the chatter of sea and land birds. 'What time do we go?' the Mate eventually asked. 'Oh, about 1030' I said, looking at the edge of the tide creeping in.

We breakfasted in a lazy fashion. I left the Mate to clear away and potted off in the tender. Returning after an hour I found her ensconced upon cushions, head buried in a book. Looking up she asked, 'Coffee before leaving?' I nodded.

The wind was still generally westerly, soft and light. I heaved the anchor, hauled the jib, leaving

PHOTOS: COURTESY OF NICK ARDLEY



*Approaching Colchester Hythe, the Mate prepares to hoist the mainsail*



*An old smack yacht leans defies the 'No Mooring' signs on the pier*





**'We sailed through a land beyond the sea, along a watery thread'**

*Having reached the limit of the tide, Whimbrel creeps up the freshwater channel to the Mill*

the boat to the Mate while sluicing away the Colne mud. My thoughts were cut off when she called 'You take her' as we neared the entrance to Alresford Creek.

We've often sailed past the creek but like many others, it's not until you enter that the shoreside really comes to life. In this case it's a death, really: ghosts of the past predominate. The creek contains the remnants of a bridge supporting Brightlingsea's single-track rail link, which was destroyed in the 1960s.

We passed by the gaunt, rotting lattice of a ballast jetty devoid of vessels for 50 years. Ashore,

snaking inland are the rusting cable pylons that once whooshed buckets of sand and shingle down into waiting holds. A notice stated 'No Mooring!'

### **Riding the spring tide**

'Look!' the Mate said. 'All those moorings...' A significant number of small shallow-draught craft hide beyond the entrance. I steered the boat through, aware of the spring tide's inward rush. The Mate looked on, enthralled by the birds feeding on the last of the mud flats.

As I concentrated on the tide threading its way along the

rill's path, I was looking intently for barge remains and a dock. Suddenly, I saw what looked like the bones of a spritsail barge, poking from a patch of saltings. 'Take over,' I said, leaving the tiller and grabbing my camera. There in the cord grass were two rows of iron knees rusted orange-red, standing to attention like soldiers on parade. 'Wow!' I shouted.

The Mate smiled and took over. Later she told someone, 'There he was, dancing on the cabin top, babbling about barges, while I steered blindly up this channel...' We stayed off the putty.

We were sailing through a land beyond the sea along a watery thread. Cord grass edges crept

towards us. Our objective, the mill, had been sighted beyond a seemingly impenetrable passage. Suddenly the water colour changed. 'Look,' I said, pointing, 'the flow's against us!' We'd hit the 'fresh' water outflow from the mill stream. Now we were in a canal-like channel between tall reed beds. 'Amazing,' grinned the Mate from the foredeck.

We turned just before a jetty, where a motorboat was moored, nosing the bow into the reeds, and made our way out. On the way I photographed the old barge dock, seen earlier, below the church. Leaving the creek we both felt immensely satisfied with our morning's exploration. ⚓



**A row of rusting knees is all that's left of the spritsail barge Joseph**

### **Nick Ardley**

Nick Ardley began sailing as a child living aboard a spritsail barge with his parents from the late 1950s through to 1974. 'Upon marriage, I introduced my wife to sailing, sharing my love for salt, marsh and mud. In 1983 we ordered *Whimbrel*, a Finesse 24, from Alan Platt – she's now part of the family.' [www.nickardley.com](http://www.nickardley.com)



# A cracking cruise out of Craobh Haven



PHOTOS: COURTESY MATTHEW DIGGLE

*We went through the fearsome Gulf of Corryvreckan at slack water – no drama!*

**Matthew Diggle is blessed by the weather on a one-week tour of the Inner Hebrides**

I'm not sure why, but a few years ago I was seized by the notion that sailing would be a sensible hobby for someone living in the Midlands, a long way from the sea. The Scottish coast is a particularly long way away. Despite this, four friends and work colleagues – Mike, Richard, Douglas and Simon – joined me on a week-long charter trip there aboard *Lotus*, an Ovni 43, sailing out of Craobh Haven. This was a new cruising ground for me. It was the first time we had all sailed together as a crew and we ranged in experience from Coastal Skipper down to sailing novices.

One of the crew was driven to the boat by his brother-in-law and young nephew, so we thought it would be nice to give our visitors a quick trip out of the marina and back. Fortunately, the gentle breeze blowing when we set off gradually died away, so when we ran aground it was little more



**Ovni yachts are tough, go-anywhere aluminium boats**

than a gentle drift against an inconveniently positioned rock rather than a hefty bump. *Lotus's* lifting keel proved very useful and we were soon under way again, but having previously earned a reputation for finding the bottom, my hopes of a grounding-free trip had been dashed within minutes.

The next day, I was determined to at least have a look at the Gulf of Corryvreckan, home of the infamous tidal whirlpool. So I checked the weather and worked

out the tides. Then I did my tidal calculations again, to make sure. Conditions were as benign as they could be, so we sailed through without drama, though this didn't stop me recounting tales of the fearsomeness of the dreaded Corryvreckan afterwards.

We anchored in Loch Spelve for the night and in the morning had a spectacular view of an eagle soaring over the mountains as we enjoyed a Scottish fry-up. Once we'd eaten and done the washing-up we set off to Tobermory. With its multi-coloured houses along the harbour front it's a picturesque place to stop and also very civilised, with walk-ashore pontoons, showers and toilets. We enjoyed a spot of the easy life and had a great dinner in a local pub with absolutely no washing-up.

In the morning we set off under engine in flat calm conditions.

I popped below to check the charts and when I came back up I noticed a fishing buoy off to one side. I was about to compliment the crew on avoiding it when another one disappeared under the bow. I knocked the engine out of gear, but not quite fast enough and the inevitable prop-wrap ensued. Douglas gamely

volunteered to dive under the boat and cut us free. Whilst the water was beautifully clear, the temperature was bracing in the extreme, he told us. Still, he persevered and earned the gratitude of the rest of the crew, and me in particular, as well as a handsome trophy.

Rounding the northern tip of Mull a small pod of dolphins joined us, putting on an entrancing display under the bow, zipping from side to side, performing barrel-rolls and seeming to smile up at us, helping us put the misfortune



**Douglas's trophy: the rope he freed from the propeller**



*The weather was unusually calm, perfect for a night in Loch Spelve*



*The Ovni 43's large saloon was great for comfortable evenings aboard*



with the buoy behind us. We made for Gometra Harbour and were soon ensconced in the bay, which we had entirely to ourselves. Another glorious day dawned, with blue skies and bright sunshine.

As we left I noticed that both sun and moon were visible, so I thought I'd practice celestial navigation. Comparing my results with the GPS, I found I was six or seven miles out. Not too bad for a beginner. In the middle of an ocean it would probably be accurate enough, but near land it didn't look so impressive.

## Whisky tour on Islay

We called in at Staffa to visit Fingal's Cave and then on towards Iona and Colonsay, flying the cruising chute when we could. I took extra care passing through the Torran Rocks, as I thought that this was a particularly good area not to run aground.

In the morning we made our way to the Sound of Islay and before long we'd sighted the Bunnahabhain distillery, its name proudly painted across a (very long) building, forming a great landmark. It seemed rude to pass by without saying hello. We were a little over-dressed, but the distillery guide took it in her stride and conversationally asked if we'd come by boat – as if people wearing sea-boots, waterproofs



*The whole crew enjoyed exploring a beautiful cruising ground that was new to all*

and lifejackets often came by bus. She described their whiskies and let us taste a couple. That night we moored at Craighouse where the distillery was closed but the pub was open, so we avoided the washing-up again.

On the final day we had a pleasant sail up the Sound of Jura back to Craobh Haven. To round off the day and the trip we had a celebratory meal in the Lord of the Isles pub.

Despite touching the bottom and picking up the fishing buoy, it was a thoroughly enjoyable trip. Craobh Haven was a wonderful location, and the extra space in *Lotus*, compared to other boats I've chartered, was very welcome. The weather was far better than we expected and the scenery was simply stunning, even if the coast is most unforgiving. There are far more rocks than there are people, so you have to be self-reliant. 🚢



*Matthew has built up experience with charters since 2012*

## Matthew Diggle

**Chartered Engineer**  
Matthew Diggle started sailing by signing up for the Clipper 2011-12 race and competing in the leg from Australia to Singapore. Since then he's helped bring a yacht back from Portugal across the Bay of Biscay as well as cruising in and around the Solent and off the coast of Italy.

*Lotus anchored at Staffa, home of Fingal's Cave*





# FORCE 4

The Right Choice at the Right Price

## ONLINE E-NEWSLETTER

EXCLUSIVE DEALS DELIVERED STRAIGHT TO YOUR INBOX - SIGN UP ONLINE

### BRISTOL

Albion Dock Yard  
BS1 6UT  
tel: 0117 926 8396



### CARDIFF

Cardiff Marine Village  
CF11 8TU  
tel: 02920 787190



### SWANSEA

Fishmarket Quay  
SA1 1UP  
tel: 01792 465570



### PLYMOUTH

Queen Anne's  
Battery  
PL4 0LP  
tel: 01752 548 301



## DINGHY HARDWARE & REPAIRS



**SWANWICK**  
Hamble River  
Boat Yard  
SO31 7EB  
tel: 01489 588 875

[www.dinghyboat.com](http://www.dinghyboat.com)

## COMPLETE CUSTOM RIGGING



**BURSLEDON**  
Deacons Boat Yard  
SO31 8AW  
tel: 02380 407 600

[www.aladdinscave.co.uk](http://www.aladdinscave.co.uk)

## SAVE OVER 25%

### Henri Lloyd Ultimate Cruiser Suit

SAVE £105

ONLY

**£274.95**

SRP £380



The ultimate in cruising apparel, available in both mens and womens fits, this range offers all the comfort, features and durability the serious cruising sailor demands

- OPTIVISION Hi-Vis foldaway hood
- Adjustable throat guard
- Dual handwarmer & cargo pockets
- Ergonomically styled for ease of movement
- Nylon reinforcement to seat

Mens: Red, Sizes: S-XXL  
Womens: Navy, Sizes: S-XL

Order Codes **010408** Mens  
**010431** Womens



WOMENS

NAVY

## SAVE ON LOWRANCE



SAVE £69

ONLY

**£329.95**

RRP £399

### Elite-5m HD Chartplotter with Navionics Gold Small Download Chart

- 5 inch super bright display
- Fully waterproof
- Internal 16-channel antenna
- Easy-to-use menus
- Quick release tilt & swivel bracket
- Easily flush-mountable
- 3000 Waypoints, 100 Routes
- NMEA0183
- AIS compatible
- Chart page & Steer page

Order Code **210344**

NAVIONICS GOLD  
CHART INCLUDED!

# [www.force4.co.uk](http://www.force4.co.uk)

PROMPT DISPATCH. Orders dispatched within 48 hours subject to availability. Postage and packing will be charged as follows: Mainland UK: Jiffy Bag up to 1kg - £3.95 Standard - £5.95 Next Day - £9.95 Channel Islands: Small, low cost items up to 2kg up to 20kg - £9.95. Liferails (UK/Mainland only) £14 Flares & Dinghies (UK Mainland only) £10.00 Overseas: charged at cost. Customers outside EU: Divide prices by 1.2. All prices correct at time of going to press but subject to alteration without prior notice.







**www.JimmyGreen.co.uk**

**Reliable, Continuous Service since 1981**

On the telephone  
In store  
Online

# **CUSTOM SPlicing and RIGGING SERVICE**

**01297 20744**

**Sales and Website Support**

## **THE Jimmy Green FIRST CLASS RIGGING SERVICE**

straightforward shopping @ **www.JimmyGreen.co.uk**

Enter the length and diameter of your rope or wire  
Select the finish you want on each end, where required  
and let our website do the rest

For complex enquiries we can offer a considered, bespoke solution  
email [sales@jimmygreen.co.uk](mailto:sales@jimmygreen.co.uk) or telephone 01297 20744

Only ever the BEST QUALITY ROPE, CHAIN and WIRE ~ We don't switch sell



**LIROS**



**Marlow**

**STA-LOK®**



**PETERSEN**  
STAINLESS RIGGING LTD

We buy only the BEST QUALITY  
**Wire and Terminals**  
**ALL**  
**sourced in the UK**

If you have any difficulty on the web we're here to help, just give us a ring @

All prices include VAT ~ Carriage is calculated in your basket by weight and destination  
Express Delivery Surcharge: 1 Day £10, 2 Day £5, 3 Day £3 ~ Monday - Friday Mainland only  
Surcharges apply on Hazardous or Heavy Goods and on delivery to Scottish Highlands and Islands

**Jimmy Green Marine**

The Meadows, Beer, East Devon EX12 3ES  
9am-5pm Monday - Friday, Saturday 9am-2pm  
E-Mail: [sales@jimmygreen.co.uk](mailto:sales@jimmygreen.co.uk) ©





**Gael Force**  
MARINE EQUIPMENT

**GAELFORCEMARINE.CO.UK**



**0345 450 1078**  
**01463 229 400**

**1,000S MORE PRODUCTS  
AVAILABLE ONLINE**

**FREE DELIVERY** ON ORDERS  
OVER £100\*

### CRUISE ISO 150N

ISO version of our popular Cruise 150N lifejacket. Conforms to both CE EN396 rating and ISO12402. Designed for day cruising or visiting crew it comes with all the features you would expect from a 150N gas inflation life jacket.

MANUAL £36.99

BUY TWO FOR £70

MANUAL HARNESS £44.99

BUY TWO FOR £80

AUTO £46.99

BUY TWO FOR £82

AUTO HARNESS £49.99

**FROM  
£35**



**ALL OF OUR LIFEJACKETS  
ARE MADE HERE, IN THE UK**



**Gael Force Lifejackets**  
MARINE EQUIPMENT

### FASTNET XT ISO 150N

The Fastnet XT now conforms to both ISO12402 and EN396 standards. Fitted with the UML Pro-Sensor the jacket has a 'buddy' window that indicates to the wearer and other crew members if the gas canister or tablet need replacing. Grey or Red.

MANUAL £56.99 BUY TWO FOR £100

MANUAL HARNESS £62.99

BUY TWO FOR £110

AUTO £64.99 BUY TWO FOR £114

AUTO HARNESS £69.99

BUY TWO FOR £124

### FASTNET XT ISO PRO 170N & ISO PRO 275N

Packed with features the Fastnet XTPro is ergonomically designed for a slimmer, more comfortable fit. There is a mesh back for a better fit which also stows away the crotch strap when not in use. Conforms to both ISO and EN396/9 standards.

170N £134.99 SAVE £35 **£99.99**

275N £139.99 SAVE £25 **£114.99**

### OCEAN STANDARD LIFERAFT

The 'Ocean Standard' liferaft is an affordable liferaft from Ocean Safety. A quality yet practical entry level liferaft, which is ideal for coastal and short offshore recreational boating and non-coded craft. Available in Valise or Canister.

4-Man Valise RRP-£599 **£549**

4-Man Canister RRP-£649 **£599**

6-Man Valise RRP-£749 **£699**

6-Man Canister RRP-£799 **£749**

8-Man Valise RRP-£859 **£849**

8-Man Canister RRP-£899 **£889**

- Made with quality rubber
- Insulated floor
- Highly visible orange canopy
- 4 x 30 litre water pockets
- Zip closure on entrance
- Rain water dispenser system
- Automatic light and ORC safety pack.

## GAEL FORCE ANTI-FOULING

Copper based self eroding antifouling for areas of low to medium fouling. Suitable for use on GRP, Wood, Steel and Ferro cement as well as use on drying moorings. Colours: Red, Navy, Blue & Black. 2.5 litre

**ORDER 2 TINS  
AND GET A FREE  
PEAR-SHAPED  
ANODE(2.1KG)**

WORTH  
£14.99



★★★★★  
Excellent 9.2  
Trustpilot.co.uk  
Our customers  
love us!



**PRICE  
HELD  
£34.99**



**1LTR  
£7.95**



**2.5LTR  
£28.95**

## JABSCO TOILET Twist 'n' Lock



**COMPACT  
MODEL  
£99.95**

The Twist'n'Lock action handle guards against syphonic flooding and waste backflow. With one easy 90° turn of the handle, the lock is applied.

Regular **£139.99**  
Model

## NEPTUNE 4500

Marine Cooker 2 Burner

The Neptune 4500 features: - Quick boil burner - Flame failure device on burners - Thermostatically controlled oven - Easy clean hob - Stylish new design - Hob burners heat input. There's an overall improvement to the design too making it very stylish!

**FREE GIMBALS**

WORTH **£66.99**

**ONLY  
£479.95**



GAEL FORCE MARINE, 136 ANDERSON ST, INVERNESS, IV3 8DH  
VISIT US ONLINE AT **GAELFORCEMARINE.CO.UK**  
CALL OUR SALES TEAM ON 01463 229400 LO-CALL SALES LINE: 0345 450 1078

DELIVERY CHARGES: STANDARD UK DELIVERY £6.99 • EXPRESS UK DELIVERY £29.99 • PRICES INCLUDE VAT. CARRIAGE CHARGES ARE UK MAINLAND, UP TO 10 KILOS AND NON-HAZARDOUS PRODUCTS. PRICES VALID UNTIL END OF MARCH 2016 OR WHILE CURRENT STOCKS LAST. PRICES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE, ERRORS AND OMISSIONS EXCLUDED.

Find us on





# NEW GEAR

Graham Snook checks out a wide range of useful and interesting kit to get your boat and crew sorted for the coming season

## Better deck fillers

Deck hardware maker Rutgeron has just released a new range of 85mm deck fillers and a 132mm-diameter wide-mouth model. Not the most exciting news, you may think, but these are a bit cleverer than usual. For a start, they have a plastic retaining link to stop you losing the cap, but more interestingly, when one breaks, it can be easily replaced from on deck, without the risk of dropping machine screws into your water tank. The body of the fitting is stainless steel, while the cap is a composite material available



in different colours to help distinguish between diesel, water, waste and petrol. Rather than unscrewing and over-tightening each time, all the fillers (with exception of waste) are undone with a 90° twist, using a winch handle or key.

**Prices** From £28  
**Contact** Allspars  
**Tel** 01752 266766  
**Web** www.allspars.co.uk

## Soft shackle toggles

These self-locking, adjustable T-toggles come in three varieties. T-close K is a toggle in a loop of Dyneema for making adjustable 'soft shackles'. T-bat K is an easily adjustable loop suitable for use on fenders. T-lazy K is a smaller, sleeker version for use on lazyjack mainsail systems.

T-close K is available with 2mm, 3mm, 5mm or 6mm line spliced in place. The black cam-shaped wedge acts like a captive dogbone, and the shackle can be connected quickly with a variety of different ways of looping it.

The loop of the T-bat can be adjusted by sliding the toggle to increase or decrease the size of the loop, to make a fender hang higher or lower.

The T-lazy K uses the same principle as the T-bat for smaller-diameter lines and lazyjack mainsail systems.

**Price** 2x 5mm Dyneema T-close K: about £24 (€31.50)  
**Contact** Nodus Factory  
**Tel** +33 2 97 41 99 25  
**Web** www.nodusfactory.com



## A one-person safety raft

Salvare's Seapod, a large round inflatable safety raft with a skirt-like frill – which gained the nickname 'safety ravioli' in the YM office – has spawned a smaller sibling, the Mini-pod. It works on the same principle: loops attached to the raft help a casualty to pull themselves out of the heat-sapping water, delaying the onset of hypothermia – think Kate Winslet surviving on floating wreckage in the film *Titanic*, while Leonardo DiCaprio sinks without trace, same principle.

The skirt helps the 1.4m raft stick to the water so it doesn't blow away like a lilo and it's claimed to always inflate the right way up. Also, like the Seapod it has SOLAS-approved LED lighting to make it visible at night, while in daylight it's a big, bright, yellow-and-orange target to help rescuers locate the casualty.

**Price** £393.60  
**Contact** Salvare Worldwide  
**Tel** 01420 565401  
**Web** www.salvare.co.uk



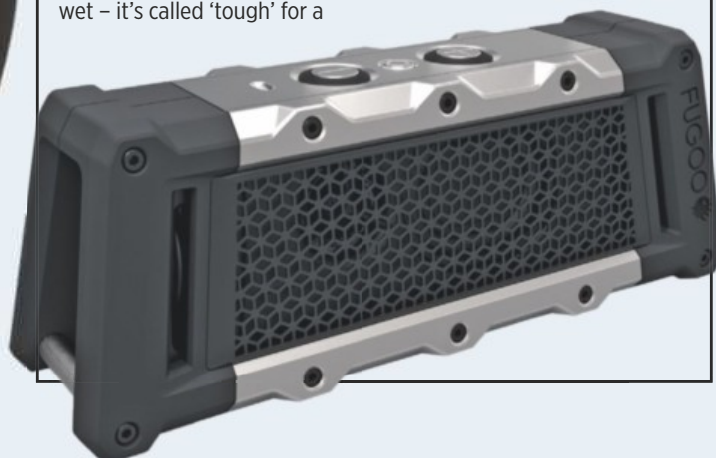
## Rugged portable speaker

Fugoo Tough is a portable Bluetooth speaker for your smartphone. There are many on the market, but few are as suitable for sailors as this one. It's small (about 6 x 20 x 7cm), with a 40-hour battery life, gives 360° of sound, and it's also completely waterproof (rated IP67).

So if you want some cheerful tunes when you're on watch alone in the rain, or if you're ashore for a beach barbecue, it should serve you well. Throw it in the dinghy, strap it to your kayak, drop it, kick it, get it wet – it's called 'tough' for a

reason. It claims to be dust-proof, mud-proof and capable of withstanding a 10ft drop onto concrete – not that you'll find much of that on a yacht, unless she's ferro-cement. It's also available in a less mishap-resistant casing for less clumsy, more style-conscious buyers, and there's an XL version, too.

**Price** £190  
**Contact** Fugoo  
**Tel** +1 877 435-7596  
**Web** www.amazon.co.uk





## Durable foulies

Racers get all the new kit, but there's no reason why us cruisers shouldn't benefit too. Gill's KB1

Racer is claimed to be 5% lighter, 50% more durable and 10% more breathable than its predecessor.

The KB1 Racer uses tough, three-layer waterproof and breathable fabric. Its ergonomic fit is designed to move with you, boosting comfort and allowing for easier movement around the boat.

The high-cut salopette has broad shoulder straps with plenty of stretch, which can be adjusted for a wide range of body lengths, and there's extra adjustment at the waist.

A 'tactician's pocket' on the right thigh, made from see-through material, is designed to hold pilotage notes or a touch-screen device. Tough, reinforced fabric protects



high-wear areas from impact and abrasion.

The top is available as a jacket or a smock, both with a lightweight, redesigned hood. The makers claim you'll hardly notice the hood when it's stowed, but that when deployed it stays firmly in place even when it's blowing old boots.

**Prices** £249 for jacket or smock, £249 for trousers

**Contact** Gill

**Tel** 0115 946 0844

**Web** [www.gillmarine.com](http://www.gillmarine.com)



## Black-out mosquito net

Nearly every yacht has overhead hatches; some have blinds and fly screens, but many don't and if yours is one of them, this product will give you ventilation without light when you want it, and you'll avoid becoming a midnight feast for passing bugs.

Originally sold as either a flyscreen/mosquito net or a blackout blind, the two have been combined into a three-layer black-out blind mosquito net with a reflective outer surface. A small suction cup, with a string attached, sticks to the inside surface of the hatch, the string threads through the blind where an adjustable



toggle slides up the string, holding the blind in place.

It's sold in various sizes to suit anything from a small portlight (23 x 49cm/10in x 1ft 7in) to a large forehatch (800mm/2ft 7in square).

**Price** from £24

**Contact** Waterline Design

**Tel** +46 8 837 000

**Web** [www.waterlinedesign.se](http://www.waterlinedesign.se)

## Magnetic plastic glasses

Non-slip coasters are nothing new, but these German ones have more attraction than most. They're reusable, self-adhering, will attach securely on any clean, non-porous surface and have a metallic layer inside. The colour-coded plastic glasses have a magnet in their base, just the right strength to hold a full glass in place – not so strong that the contents go everywhere when you lift them and the magnets release. Lids for the glasses

keep the contents inside if they do take a tumble.

I'm not a fan of plastic glasses, so I'm more interested in the real glass range coming out later this year. Obviously the system only really works with Silwy's special coasters, but if you have a steel boat...

**Price** from £24/pair of glasses including coasters

**Contact** Silwy

**Tel** +49 8551 9153022

**Web** [www.silwy.de](http://www.silwy.de)



## Lightweight CHIRP radar

Raymarine's Quantum radar uses CHIRP pulse compression (where the signal frequency varies during the transmission pulse) to give a sharper, more defined image that's easier to interpret on screen. It's claimed to detect land masses from 24 miles away and solid objects as close as 5.5m (18ft).

Two big advantages over conventional magnetron radar are weight and power

consumption. 18in radar arrays usually weigh about 10kg – a lot to have high above the deck, reducing the effectiveness of the ballast in your keel – but this one weighs 5.4kg. It uses less than half as much power: 17W when transmitting and 7W in standby, compared to the usual 40W/20W. There's no warm-up time, upgrading owners can use adapter cables, and it can be 'networked' via wi-fi with a compatible Raymarine display.

**Price** from £1,495

**Contact** Raymarine

**Tel** 01329 246 700

**Web** [www.raymarine.com](http://www.raymarine.com)



# Fuel-Guard FDG1120 fuel polishing system



The dreaded diesel bug can infest our fuel without warning. Jonty Pearce tests a way of fighting it

Diesel fuel quality looms increasingly large among the problems all boat owners face. 'Diesel bug' microbes and their effluent result in sludgy deposits, ready to block our filters and stop our engines at an inconvenient moment. Biodiesel is more hygroscopic (water-absorbing) than petroleum diesel, so fuel producers blend it with petrol-diesel. Currently, up to 20% of diesel in the UK



*Before installing the FDG1120, I 'dry fitted' it. The system is installed upstream of the engine's existing primary filter*

*The FDG1120 installed on the front bulkhead of my engine compartment – the pump is behind the engine*



*I mounted the water detection system alarm by the main battery switches*

## The FDG1120 Polishing kit with water detection system, as supplied by Fuel-Guard

and Europe can be biodiesel. The problems start once the fuel is dispensed into our fuel tanks. For motorists and commercial users who replenish their tanks regularly there is little risk. For those of us who do not use a tank of fuel every six weeks, the risk of diesel bug infestation rises.

My 36hp Bukh engine only sips at the 260 litres of diesel in my tank; I only use half a tank every season. The unused fuel sits over the winter while the biodiesel attracts moisture, allowing the bug to develop. Add a bit of water condensation and the bottom of the tank provides what the fuel bug needs for an orgy of proliferation and filter blockage.

Buying fuel from a reputable source and keeping tanks full helps, but a fuel polishing system is a more reliable way to stay bug free. Fuel-Guard's system is centred on its FDG100 filter, which has a 30-micron stainless steel filter element and water separator. The FDG1120 has a water sensor, the polishing kit includes a pump and a collection of fuel hose, stop valves, T-pieces and connectors. All I needed to add was my choice of electronic timer and a couple of connector adaptors and hose barbs to suit my rather ancient fittings.

With planning and forethought, installation was child's play. I connected the system via a T-piece and stop valves to the existing primary filter on the forward engine bulkhead. The 'polishing arm' off the T-piece was connected by the supplied fuel hose to the pump screwed

to the side bulkhead, and this polishing return was fed into the fuel return line via another T-piece and stop valves.

The next step was wiring the electrical supply for the pump, timer and water sensor. I connected the timer and power supply to the house 'bypass' fuses alongside the bilge pump supply – this system preserves the gas alarm and bilge pump, when the house battery isolator is turned off. I've set the timer to turn on for two hours a week. When the system is running I hear a reassuring buzz from the pump and the splash of the returning

fuel. I do have to remember to turn off the timer and turn the stopcocks to 'Engine' when I arrive on the boat – and similarly, on leaving, the timer must be activated and the stopcocks set to 'Polish'.

How often the filter will need to be cleaned remains to be seen – it is washable – and any separated water can just be drained away at the bottom of the filter.

**Price** FDG100 Standard Filter £199  
FDG1120 Water Detection System £255  
FDG1120 and Polishing Kit £340

**Contact** Fuel-Guard

**Tel** 01908 230579

**Web** [www.fuel-guard.co.uk](http://www.fuel-guard.co.uk)

**'With a little planning, the installation was child's play'**

## OUR VERDICT

I regard this as an essential piece of kit. It is well thought-out and engineered, needs no replacement filters, and is easy to fit. The FDG1120 will not only keep the diesel in the tank clean, but also adds another layer of filtration when the engine is in use.

**RATING**  
**7/10**

### PROS

- Washable filter – no ongoing costs
- Audible, visible alarm if water accumulates in filter bowl
- Visible filter through the bowl – dirty deposits can be seen
- Fuel actually used by the engine is also filtered

### CONS

- It would be wise to continue to use fuel additives
- The valve positions need to be changed on arriving/leaving the boat
- The pump is audible when polishing fuel – though this may be a good point!



# What do these companies know, that you don't?

Find out by subscribing to

**IBI PLUS**  
NEWS • INTELLIGENCE • DATA

Search [www.ibi-plus.com](http://www.ibi-plus.com)

*For more information contact Isabella Grantham*  
Isabella.Grantham@timeinc.com | +44 203 148 4286

ESSENTIAL READING FOR OVER 13,500 KEY INDUSTRY PROFESSIONALS

# BreezeWizard wind-seeking air scoop

With spring on its way, Duncan Kent tests a wind-seeking air scoop

I have to say I was sceptical when I saw the design of this wind scoop and its Heath-Robinson-esque construction. Having actually put one together and tried it out, I take it all back. Yes, the design is basic, especially the base, which is simply two bits of wood, held together with bungee cord. But once we had it up we realised that the bungee allows the device to spill the wind during gusts, rather than bend or break the pivot pole. It can cope with winds up to 12 knots, but is unlikely to be damaged by the occasional strong gust.

Apart from the base, the rest of the poles are simple, lightweight polypropylene pipes, cut to length and designed to push-fit together. Again this makes it more flexible, dead simple to assemble and disassemble, and easy to pack into its neat carrying bag. Had I been keeping it, I would have trimmed the wooden base pieces to fit my own hatch.

The scoop is semi-circular to encourage the breeze from every direction. It also has a wind vane that ensures it stays pointing into the breeze at all times.

**Price** £84 inc UK P&P  
**Contact** BreezeWizard  
**Tel** +44 (0) 7984 414741  
**Web** www.breezewizard.com

*It packs down into a neat little bag*



PHOTOS: GRAHAM SNOOK

## OUR VERDICT

The BreezeWizard is a good piece of kit. It took just a few minutes to put together and fit to the hatch, without even looking at the instructions. It does the job admirably, driving a considerable breeze through the boat without you having to re-adjust it on every change of wind direction.

**RATING**  
**7/10**

### PROS

- Lightweight and easy to stow
- Non-corrosive materials
- Quick to assemble and deploy

### CONS

- Base needs modifying to suit
- Just a little pricey for what it is

# Pure Pop Midi Radio

This new portable FM, digital and bluetooth radio is small and rechargeable, making it handy on a boat.

Pure has launched a range of nautical 'Whitby' themed radios that both look the part and would prove useful on a yacht. The Midi radio (17.3 x 9.3 x 10.2cm)

is small enough to fit easily aboard most boats and offers up to 24 hours of mains-free listening on a single charge – so you won't need to wire it in. It can plug into mains power, or a 12v or USB socket (it will need separate cables to provide 5.5V at 2A via micro USB), or it can take four AA batteries.

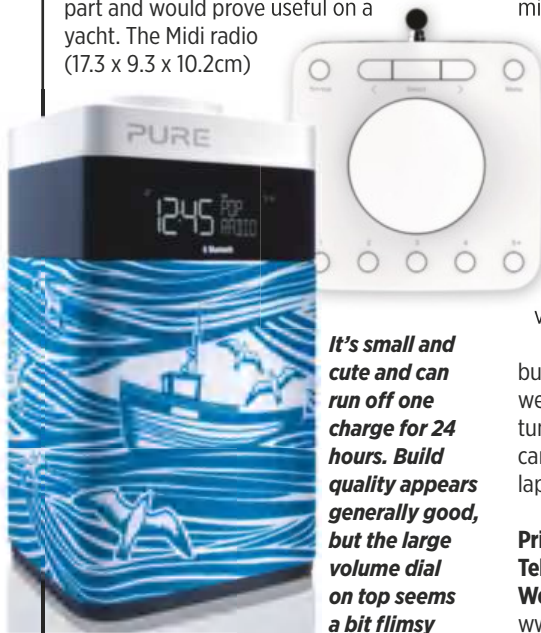
The full range of DAB (digital) and FM radio channels can be selected using the clear backlit LCD screen, and up to 10 preset channels can be stored. All it lacks is Long Wave reception to get the Shipping Forecast. A telescopic aerial ensures good reception. The clock display also includes an alarm. It provides an impressive sound quality from its 1.6W speaker, though a larger, louder 'Maxi' version is also available.

It's easily controlled with a large on/off button, which doubles as a volume dial, as well as a row of preset buttons and easy tuning controls. Switch to Bluetooth and you can play your own music via your phone, laptop, or other Bluetooth-enabled device.

**Price** From £89.95  
**Tel** 0845 1489001  
**Web** www.pure.com or www.johnlewis.com

**RIGHT: It looks nautical, but for proper marine use it lacks Long Wave**

*It's small and cute and can run off one charge for 24 hours. Build quality appears generally good, but the large volume dial on top seems a bit flimsy*



## OUR VERDICT

It feels solid and well made, with a good rubber grip on the base. The only part that seems flimsy is the large volume dial on the top. Sadly, it isn't waterproof and can't receive Long Wave radio.

**RATING**  
**6/10**

### PROS

- Well made
- Rechargeable battery
- Bluetooth connection

### CONS

- Top dial feels flimsy
- Lacks long wave radio reception
- Not waterproof





# SUBSCRIBE TODAY

FROM JUST

# £20.49

every six months



+



+

Rewards

## FULL SUBSCRIBER PACKAGE

### HOME DELIVERY

Get every issue delivered direct to your door, wherever you live in the world.

### DIGITAL EDITION\*

Instant access to the iPad and iPhone editions is included at no extra cost.

### FREE REWARDS\*\*

Every month enjoy new offers, giveaways and prizes exclusive for subscribers.



Subscribe online at [yachtingmonthly.com/April2016](http://yachtingmonthly.com/April2016)



Call us today on **0330 333 4555**

7 days a week from 8am to 9pm (UK time) Overseas: +44 (0)330 333 0233. Quote code 16J

The advertised rate is the six monthly Direct Debit subscription price. Offer open to new subscribers only. Direct Debit offer open to new UK subscribers only. Final closing date for all orders is 30th April 2016. Please allow up to 6 weeks for delivery of your first subscription issue, 8 weeks for overseas orders. \*The digital version comes free with the print edition of your subscription and is available strictly on a trial basis. Time Inc. UK Ltd reserve the right to withdraw free access to the digital version at any time. \*\*The Rewards scheme is available for all active print subscribers of magazines published by Time Inc. (UK) Ltd, free of charge. It is also available to digital subscribers as long as the subscription has been purchased directly through the publishers at magazinesdirect.com. Only the recipient of the subscription is entitled to access Rewards. Full terms and conditions are available at [mymagazinerewards.co.uk](http://mymagazinerewards.co.uk). The full subscription rate is for 1 year (13 issues) and includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. Credit/debit card charges will be taken in sterling. For enquiries and overseas rates please contact [magazinesdirect@quadrantsubs.com](mailto:magazinesdirect@quadrantsubs.com) or call +44 330 333 0233.

# Reasons to be paranoid about fuel



As emission regulations tighten up, Nigel Calder warns of potentially dire consequences for new yacht engines



PHOTO: NIGEL CALDER

**A typical secondary filter (supplied by the engine manufacturer) on a small marine diesel. Without extra primary filtration, this is completely inadequate for cleaning up the fuel supply and protecting the engine**

In recent years, many sailors have expressed concerns to me about their vulnerability to unrepairable-at-sea engine failure, about electronic control systems, and about high-pressure common rail (HPCR) injector systems and other modern engine

technologies landing on our yachts. My response has been that there is no need to be concerned, as we have had this kind of technology in our cars for years. I've come to realise, however, that the core issue is not the electronics but the extraordinarily high fuel system

pressures in combination with inconsistent fuel supplies. There are millions of HPCR engines in service in cars and trucks, which would suggest there is no problem, but given the incredibly tight tolerances necessary in the fuel supply, sailors are peculiarly vulnerable because

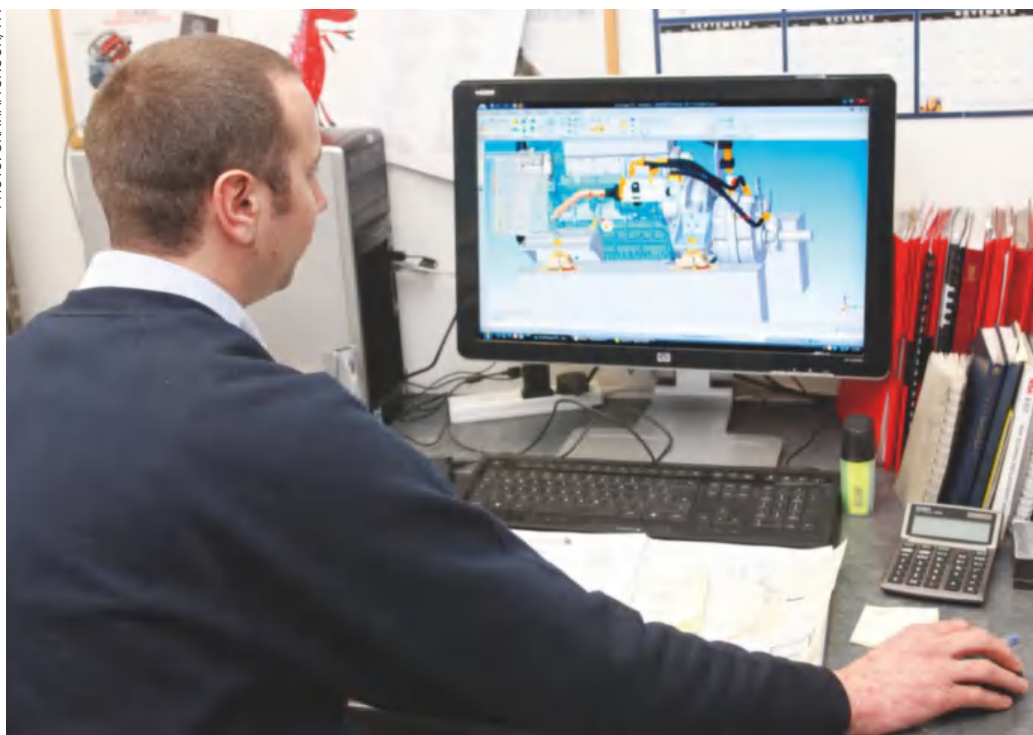
we take on fuel from many different places all over the world with variable cleanliness and chemical properties and we then frequently let this fuel sit in our tanks for months, and sometimes years, at a time.

## How did we get here?

Progressively stricter emissions regulations over the past couple of decades have driven, and continue to drive, radical changes in diesel fuel supplies and in diesel engine fuel injection technology. These changes have profound consequences for boat owners now and in the future.

The rapid pace of change is producing some unforeseen side effects (including the Volkswagen emissions test cheating scandal). In particular, changes in the chemistry of diesel fuel and the nature of injection processes are creating challenges for the fuel distribution and filtration industries which are not always well met, and which have outpaced the ability of regulatory agencies to keep up. The result is a significant, and potentially expensive, vulnerability for end users, especially for boat owners with new diesel engines.

PHOTO: GRAHAM SNOOK/YM



**Engine design and evolution may cause problems for boat owners in the future**





## ‘Sailors are vulnerable because fuel sits in our tanks for months or years at a time’

At one time, diesel fuels contained up to 40,000 parts per million (ppm) of sulphur. Starting in the 1990s, allowable nitrogen oxides (NOx) and particulate matter (PM) emissions for road vehicles were progressively lowered. The new emissions levels could only be met with exhaust after-treatment systems that would be damaged by even small amounts of sulphur, so sulphur limits were steadily lowered to 10ppm – what is known as ultra low sulphur diesel (ULSD).

Unfortunately, the process of removing sulphur from diesel fuel reduces its lubricity (lubrication properties, which are essential to injection pump and injector life), reduces the fuel's shelf life, removes inhibitors to biological growth, and increases the likelihood of paraffin wax formation in colder weather (the wax then plugs fuel lines and

filters). Various additives are put into ULSD to restore the lost properties. Collectively, these are known as surfactants.

In recent years Europe has been introducing biodiesel into the fuel supply, currently requiring 7% (although implementation is variable among member states and is, in general, lagging). Typically, biodiesel is blended with petro-diesel at concentrations between 5% (B5) and 20% (B20). Most engine manufacturers will now guarantee conventional injection systems with B20 biodiesel but may limit high-pressure systems (see below) to B5.

### Downside of biodiesel

Biodiesel has significant benefits compared to petro-diesel, notably lowered exhaust pollutants and better lubricity. But then there's the downside, including reduced efficiency and power, more cold-weather clogging, and greatly reduced shelf life – most engine manufacturers recommend not storing B20 beyond 90 days from the date of production and 100% biodiesel beyond 45 days. It also has increased solvent properties,



PHOTO RIGHT: GRAHAM SNOOK/YM. ABOVE: TIME INC

**Older engines still need clean fuel, but not to the level of HPCR systems**

which will attack some rubbers in older engines and will break loose ‘gunk’ from older fuel systems that have been operating on petro-diesel, resulting in multiple clogged filters. It has a higher retained water content, which promotes corrosion of fuel injection equipment and microbial growth, and there's a greater risk of injector nozzle coking and plugging, and high surfactancy (more on this also below), none of which is good news for us.



PHOTO RIGHT: YANMAR

**The latest generation of Yanmar's 4-cylinder engines all use high-pressure common rail injection systems**

### HP injection systems

One of the responses to ever tougher NOx and PM emissions limits has been the introduction of high-pressure fuel injection systems, notably HPCR, in ever lower horsepower engines. The latest generation of small (40hp or more) Yanmar four-cylinder engines are now HPCR. Whereas the pressure in conventional injection systems rarely exceeds 5,000 psi (350 bar), it is not uncommon to see 30,000 psi ➔





*Nigel's fuel sampling pump, used to take a sample from the base of his fuel tank after refuelling*

PHOTO: NIGEL CALDER

## 'Changes to emissions rules are having profound consequences for boat owners'

(2,000 bar) on HPCR engines, with some as high as 40,000 psi (2,700 bar). Predictions are that pressures may go as high as a staggering 60,000 psi (4,000 bar). These kinds of pressures require orifice sizes, clearances and machining tolerances to within 1-3 microns, where a micron is a millionth of a meter. To put this in perspective, a

human hair is around 80 microns thick; the human eye can detect objects down to about 40 microns.

Fluids at these pressures are capable of acting like water jet cutters, especially if there is even microscopic hard particle contamination in the fuel. The result is scoring and abrading of critical injection pump and injector components. For

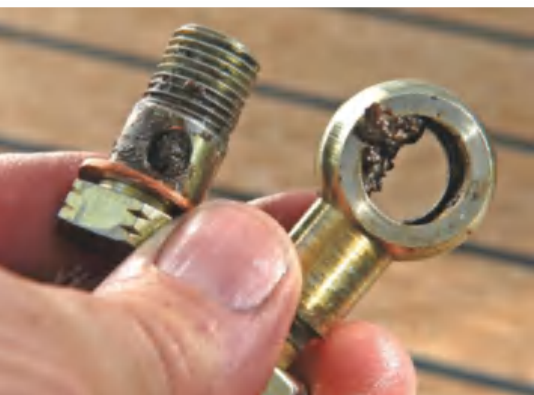
conventional (low pressure) fuel injection systems the critical particle size to initiate abrasive wear is about 6-7 microns. With HPCR injection, the critical particle size is approximately 2-3 microns. Absolute fuel cleanliness is essential to engine life.

### Inadequate standards

As long ago as 1998, engine manufacturers developed the Worldwide Fuel Charter (WWFC) to define minimum diesel fuel cleanliness levels based on a

European standard, ISO 4406. But even if fuel supplies from a refinery meet the ISO standard, typical contamination levels in fuel tanks and at primary filters have been found to be ten times higher than the ISO target. In point of fact, HPCR engines require a fuel cleanliness at the injection pump and injectors that is up to one hundred times lower than the ISO target and one thousand times lower than common tank contamination levels in the real world. This represents a major challenge for the fuel filtration industry.

Traditional fuel filter elements are not adequate for HPCR systems. What is more, the filtration industry does not currently have particle counters (or laboratory test dust) suitable for calibrating instruments below 4 microns – in other words, the smallest particle detection and counting level is above the size of the most damaging particles for HPCR systems! Discussions are under way to, among other things, revise international standards to account for



PHOTOS: NIGEL CALDER

*This fouling in Nigel's own fuel system was caused by the solvent properties of biodiesel, which dissolved 'gunk' out of a fuel-supplier's tank and completely plugged the suction line and primary filter*



PHOTO: NIGEL CALDER



**Nigel accessing his fuel tank to pump out contaminated fuel**

particles down to 1.5 microns in diameter.

The ISO test procedure for filters is a multi-pass test, in which the fuel is recirculated through the filter over and over. This is more appropriate for hydraulic systems than it is for diesel fuel supplies and engines. It uses hydraulic oil, which is far more viscous than diesel fuel. Also, the test does not account for vibration and sudden changes in engine speed, both of which have been found to cause rapid and considerable increases in the number of contaminants of a given size passing through a fuel filter.

### Water in the fuel

Problems are compounded by the surfactancy of the additives to ULSD, and by biodiesel's natural surfactancy. One of the main purposes of most primary fuel filters is to remove any water from the fuel supply. Unfortunately, the increased surfactancy of ULSD and biodiesel reduces water droplets to a size at which a high percentage of the droplets can pass through conventional separation media.

The bottom line: diesel fuel that meets current supply chain and WWFC standards, fed

through filters that pass the relevant tests, can threaten the health of modern fuel injection systems. To meet fuel cleanliness targets with HPCR engines, multiple-stage filtration at the two-micron level may be needed.

### Paranoia recommended

The situation is likely to improve over time. Upcoming changes in emissions and engine efficiency standards, in particular the forthcoming Euro 7 requirements for automotive diesels, will lead diesel engine manufacturers to demand higher-efficiency filters that will then find their way into marine and aftermarket filtration systems.

Nevertheless, it will take some time for the effects of changing emissions and fuel filtration standards, and engine manufacturers' requirements, to have a practical impact in the marine filter marketplace. In the interval, anyone with a high-pressure injection system should be somewhat paranoid about the quality of fuel supplies and the level of filtration being provided for the engine. ▲

PHOTO RIGHT & BELOW: GRAHAM SNOOK/YM



**Even minor contamination like this could wreak havoc if it made it to the high pressure side of the engine**

PHOTO: GRAHAM SNOOK/YM



**Not all new diesel engines are HPCR. These Kubota engine blocks, awaiting marinisation by Beta Marine, still use conventional technology**



# Wauquiez Pilot Saloon 48

*Finally, a stylish and proper deck saloon! She has a raised saloon and large windows to give an excellent view out*



A stylish deck saloon? Graham Snook sails the Wauquiez Pilot Saloon 48 to see if she's too good to be true

## Wauquiez Pilot Saloon 48 – Performance on test

Point of sail	Apparent wind angle	Apparent wind speed	Boatspeed
Close-hauled	28°-31°	21-23 knots	7.0-7.6 knots
Fetch	60°	14-20 knots	7.0-8.1 knots
Beam reach	90°	15-16 knots	7.4-7.6 knots
Broad reach	120°	11-13 knots	5.7-6.2 knots
Run	180°	6.2-7 knots	6.8-7.0 knots



**T**he moniker 'deck saloon' is so overused that it's come to just mean bigger coachroof windows. Really, it should only be used to describe boats with their saloons at deck level – with a view, not just more light. On the whole deck saloons are great: with the saloon and chart table raised up, they allow crew to take shelter or relax and still see what's going on. But raising the coachroof to a height so the saloon is usable can sometimes leave yachts with the flowing deck lines of a brick. Of course on larger yachts this job is easier, and at 47ft Wauquiez really had no excuses not to make their Pilot Saloon 48 ooze with style and sweet flowing lines. Looks are also subjective, but I'll stick my neck out and say I like what Wauquiez has done with its new deck saloon, even if they do call her a 'pilot saloon'.

### Performance

With a bitingly cold Force 4-5 blowing against the tide streaming out of Poole harbour, we had excellent conditions to test how she performs in a decent sea. It would have been unfair to measure her sailing performance figures in such conditions, so we headed back inside Poole harbour and tried in vain to find somewhere without tide. Without a working log, I took the average in both directions of the speed over ground figures to calculate speed through the water.

She handled the 1.5m waves outside the entrance to Poole Harbour admirably. Yes, there was the occasional slam, but when wave action lifts the front half of a 14-tonne yacht clear of the water, it's not really a surprise. This was the shoal keel version, with a 1.85m draught, and while she pointed high, I felt she lost a little ground to leeward, but this might also have been the tide.

### At the helm

Forward of the twin wheels are two Andersen 46ST winches: electric on this yacht, but standard-spec is manual. These two winches control all the lines led aft, including the mainsheet (to port) and self-tacking jib (to starboard). The system works well. Larger Andersen 52ST winches are on the coaming are for use with spinnaker or genoa. There's a wide, raised seating aft and outboard of each wheel. The outboard-hinged pop-up footrests are good when she heels over and you're sitting or standing to windward, but you do need to remember to lower the leeward one. Otherwise, when you tack you'll find a large part of the cockpit sole is very steep!

In front of both wheels is space for instruments, on the starboard wheel this is also where the engine throttle control is mounted, it's not the ideal place for shorter crew – if you can't reach over the wheel, you'd have to run the gauntlet of operating the throttle through its spokes, which I wouldn't recommend.

*All the lines are led well aft to consoles in front of the helm*



PHOTOS: GRAHAM-SNOOK.COM

### Design & Construction

The hull was designed by Berret/Racoupeau as the Wauquiez Pilot Saloon 47, in 2005. The interior is similar, with refinements, but the deck is new, as are the sleeker hull windows in the forward and aft cabins. The hull and deck have a balsa core, a GRP inner frame is glassed and bonded to the hull. The cabinetry and floor supports are then bonded to this using the ubiquitous grey composite paste that seems to hold the world's yachts together. There's a shallow (7cm deep) bilge sump that helps the bilge pump collect water.

### Sailplan

She has a triple-spreader rig with discontinuous rigging and shrouds swept aft. Our test boat had a self-tacking jib and fully battened mainsail, both Elvstrøm Epex and very nice too, Facnor electric furling is optional. She also has

genoa tracks, cars and winches, and an asymmetric spinnaker can be flown from the bow roller. There's an Andersen 46ST winch on the mast for use with halyards.

### Deck layout

There's no clutter of lines and winches in the forward half of the cockpit. The high coaming affords the crew excellent shelter: she was burying her bows in the waves and the only water that landed in the cockpit came from the rainwater released by the mainsail as it was hoisted!

The downside to this great shelter is that the only easy entry and exit to the cockpit is via the helm. It is possible to step over the coaming, but the further forward you go the more of a stretch it becomes. There's a large lazarette locker between the wheels, which opens into the small tender garage. Going forward, the handrails are good, the walk-through is clear.

### Living aboard

You really need to step inside this boat to appreciate the views from, and light through, the 46cm (1ft 6in) high windows. The view forward isn't as good, but it still beats many pseudo-deck saloons. Overhead and in the coachroof windows are opening hatches. Beneath the saloon is a vast stowage space – our test yacht had a generator installed and there was still an abundance of space.

There's a draining hanging locker to starboard of the companionway steps, so wet weather gear never need make it any further into the saloon. Ahead, a neat, suede-covered stainless steel grabrail at the end of the saloon seating prevents the cushions being used as grab handles.

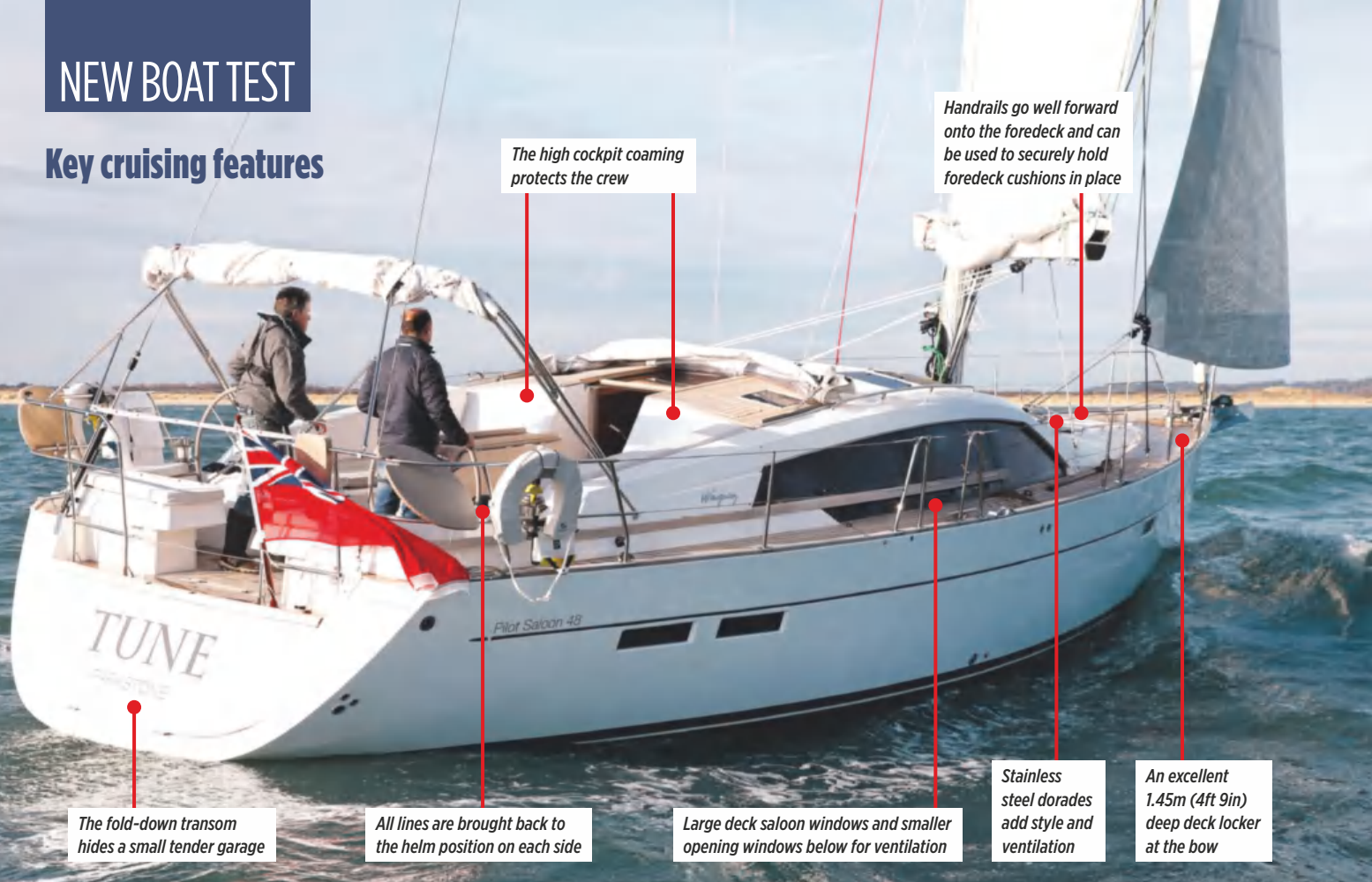
The saloon seating comprises a U-shape and a straight seat opposite, which, with the removable armrest lifted out, would make an excellent passage

*We met some 1.5m waves outside Poole Harbour, but none of them made it into the cockpit*



# NEW BOAT TEST

## Key cruising features



berth. Forward, down three steps, was an optional top-opening washing machine. Also against the bulkhead is the drinks cabinet, accessible from the saloon seating. To port is the heads, where entry to the shower is a bit tight when trying to close the door. The toilet faces the shower and offers good bracing for use at sea.

Opposite (to starboard) is a Pullman cabin with twin berths, both are 2.0m (6ft 7in) long. The forecabin is good, although the 1.48m (4ft 10in) wide bed is a bit high and could benefit from a step up. Stowage is in four decent drawers beneath the bunk, hanging and shelved lockers, and top-opening lockers under the teak units either side. The white hull panels and teak forward bulkhead are attractive, as are the teak sliding blinds for the hull windows.

The aft cabin is a nice one. It spans the full width of the hull, with hatches opening into the cockpit above for light and ventilation. There is a fiddled shelf on either side, to port it's the length of the bed with four bottom-hinged lockers beneath. Like most of the woodwork, the grain matches, but the shutlines aren't the most accurate. There's a good dressing table to starboard, but the cheap-looking veneer on the interior dividers lets it down a little.

The owner's heads is to starboard with a separate shower stall and a synthetic marble sink.



*The saloon is bright, with great views thanks to those large windows*

### Chart table

The forward-facing chart table is well forward in the saloon, not the best place for popping below to check the chart, but it does give the navigator or watchkeeper a good view out. Electronics are controlled by a Scheiber CAN bus with a touch-screen display, or alternatively by switches hidden behind in the cupboard just outboard of the 67cm x 62cm chart table (2ft 3in x 2ft). The table is surrounded by a good, 3cm deep fiddle, but chart stowage inside is also only 3cm deep.

### Galley

With more than 2.23m (7ft 3in) of headroom, it's good to see a small, fold-down step to access the overhead hatch and top cupboard stowage high above the L-shaped galley, but a handle above the

step would have been handy. There's a good spread of worktop space forward (next to a top-opening fridge and above a front-opening one), enabling the chef to keep in contact with the goings-on in the saloon, rather than being tucked away around a corner. The double sink is deep and made from moulded synthetic marble. There's pegged stowage in cupboards outboard for the length of the galley with cut-outs made to measure for Wauquiez' own crockery set.

### Maintenance

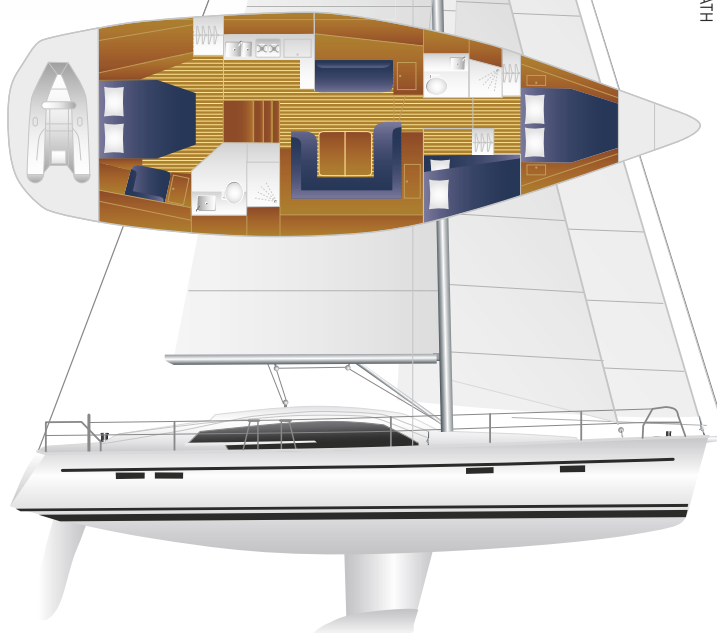
The engine is under the cabin sole and access is via two hinged sole boards, one wide and one narrow. The narrow board gives access to the starboard side of the engine including the dipstick – sadly it can't be opened without opening the wider board, which is quite heavy, so it's good that there's a sturdy, lockable strut to hold it in place. The oil filter on the 110hp Yanmar diesel is low down and not the easiest to access, but I've seen much worse. The raw water strainer is under the lift-up base of the hanging locker by the companionway steps. Stern gland access is again not the easiest, via a locker in the owner's heads.

The tolerances around the cabin sole boards are small, some were tight and I feared I might take chunks out of the surrounding woodwork if the correct edge wasn't lifted first.



# Wauquiez Pilot Saloon 48

GRAPHICS: LIZA SAWYER/MAXINE HEATH



## FACTS AND FIGURES

- **Price** €583,200  
Inc VAT (Approx  
£456,846)
- **LOA** 14.36m (47ft 1in)
- **LWL** 12.75m (41ft 10in)
- **Beam** 4.61m (15ft 1in)
- **Draught**  
2.10m (6ft 11in)
- **Displacement**  
14,000kg (30,867 lb)
- **Ballast**  
3,900kg (8598 lb)
- **Ballast ratio** 27.9(%)
- **Sail area** 102m<sup>2</sup> (1,098sq ft)
- **SA/D ratio** 17.9
- **Diesel** 650 litres (143 gal)
- **Water** 650 litres (143 gal)
- **Engine** 110hp
- **Transmission** Shaft
- **RCD category** A



*Access to the engine is from the top down*

- **Designer** Berret/Racoupeau  
Yacht Design
- **Builder** Wauquiez Yachts
- **UK Agent** Parkstone Bay Yachts
- **Tel** +44 (0)1202 724917
- **Website**  
Parkstonebayyachts.com



*The full-width owner's cabin is a really nice space in which to relax*

## OUR VERDICT ON THE BOAT

### What's she like to sail?

The view forward from the helm was good, although with big waves and the helm being so far back, the motion of the boat was exaggerated. The ride was undulating, not unpleasant, and I'd pick the Wauquiez over many, in those conditions. Her helm wasn't heavy, neither was it light, it was firm with weight to it, as if she had an oversized rudder.

When we were beating we could have reefed the mainsail, but she didn't feel over-pressed and it was helping us power over and through the waves. Off the wind she picked up her skirts and jogged along nicely, without the wave action to impede her she was quick (all things considered) and enjoyable, and the weight on the helm was less apparent.

All the sail controls led aft to the wheels, so the helmsman can control most things. With the furling jib led to starboard and the mainsheet to port, and the optional electric winches, you could trim both sheets simultaneously when hardening up.

### What's she like in port and at anchor?

It's always nice to see a staggered twin bow roller, allowing two anchors to be stowed along side each other ready for use. The starboard roller is the primary position, as it leads back to the windlass (fitted as standard). Once anchored, she would be a great boat to relax on. The sheltered cockpit is perfect for hiding from any breeze while still making the most of the sun. There's also a flat area forward of the mast for deck cushions.

The views out from inside the boat are good, if the seating was a little higher (or if I were a few inches taller) the vista would be perfect. The cabins are well laid out, and details such as the wet locker at the companionway will improve life on board during inclement weather.

There are good shelved lockers and cubbyholes inboard, behind the cook, giving easy access to everyday things. Then there is the view out, not a complete panorama but it is glorious. The saloon is a really nice place to be, and her looks aren't penalised because of it.

### Would she suit you and your crew?

She's easily handled by two people, but she can accommodate more crew, or passengers, with ease. She'd suit a large family or a couple sailing with friends. Her standard draught (2.10m) and overall length may become a bind on local port-hopping cruises, but you'll be glad she's long and deep if you cruise further afield. She may not have the build quality of the high-end brands but neither does she have their price tag – and she does exude style and comfort, both in port and under way. The elements might not care for style, but her high coaming around the cockpit provides excellent shelter for those not helming.

Down below, you wouldn't really know what the elements are doing, out of the wind. Our test session could have been a beautiful spring morning, rather than the bitterly cold January day it actually was. That's one of the great things about deck saloon yachts: whatever the time of year, or the weather outside, they offer warmth, shelter and a view – which might not sound like 'sailing', but I can assure you it is!

### Would she suit your style of sailing?

**CREEK  
CRAWLING**  
★★★★★

**COASTAL  
PORT-HOPPING**  
★★★★★

**OFFSHORE  
PASSAGE-MAKING**  
★★★★★

**TRADE WIND  
VOYAGING**  
★★★★★

**HIGH-LATITUDE  
ADVENTURE**  
★★★★★

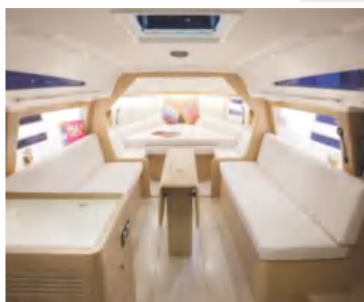
# NEW BOATS

Graham Snook and Chris Beeson check out four of the most innovative new yachts launched recently at Europe's biggest boat show, Boot Düsseldorf in Germany

## Azuree 33C

The 'C' stands for cruising but her loud graphics, twin rudders, beam extended aft and hard chines send out mixed messages. Whether she's cruised or club-raced, there are lots of clever ideas on this Turkish yacht. The cockpit table, for example, pops up from the sole when you pull a line led into the hull-depth locker to starboard.

She's interesting below decks, too. The removable forward bulkhead and door is an option – a ring bulkhead takes the loads if you choose curtains instead, or to do away with it completely. Either side aft of the V-berth are spaces where you can opt to have seats fitted, or choose from various cupboards and shelving modules instead. The saloon has bench seating down each side, aft of which is another modular space: either to extend galley work surface and stowage, or a combination of a plain seat, a seat which raises to be a chart table, two more storage options or a single galley unit with a built-in coffee machine. These



**ABOVE: The interior is bright and airy with the forward bulkhead removed**



PHOTO: AZUREE

modules can be changed around or removed at will – just remove four bolts. Aft of this area is the heads, which with its GRP finish is easy to wipe clean. The L-shaped galley is lacking a bit on workspace, but this can be addressed with the extra modules. There's a decent-sized

double berth in the aft cabin, too. We'll be testing her in a forthcoming issue.

### Who would she suit?

Anyone looking for a fun, funky and versatile cruiser with a bit of character.

**Price** €139,200 inc VAT (around £106,100) **LOA** 9.90m 32ft 6in **LWL** 9.56m 31ft 5in  
**Cabins** Two **Beam** 3.66m 12ft 0in **Draught** 1.9m 6ft 3in **Displacement** 5156kg (11375 lb)  
**Contact** Sirena Marine **Tel** +90 (0) 212 219 74 74 **Website** en.sirenamarine.com.tr

## Garcia Exploration 52

Take the knowledge of serial round-the-world cruiser Jimmy Cornell, add the skills of Berret Racoupeau Yacht Design and you get a truly special boat with go-anywhere appeal. Her cockpit is similar to the Exploration 45 we tested in our August 2014 issue, but it's improved by the larger watchkeeper's position, sheltered by a solid sprayhood. Unlike the 45, there are forward- and side-facing windows and good stowage

for cockpit clutter.

Panoramic windows give an almost 360° view from the saloon seats and the large, forward-facing chart table looks out over the foredeck. There's a double cabin aft to starboard, a single/double beneath the saloon and a single berth aft to port, which I'd convert into a 'technical space'. Forward is a palatial owner's cabin with the double berth near the centre of the boat but offset to starboard. A space at the forward end lets the outboard crew extract themselves without climbing over their partner. Forward of that is the en suite heads with a shower/toilet compartment separate from the mirrored sink area.

The linear galley takes up the port side of the saloon. Stowage is plentiful and there's a neat unit just behind the cook. The only thing I didn't like was the square finger-hole latches, which could break fingers in rough weather.



PHOTO: GRAHAM SNOOK



PHOTO: GARCIA

**A comfortable saloon that will work well at sea, with an excellent watchkeeper's station**

### Who would she suit?

Long-distance cruisers looking for comfort and luxury wrapped up in an aluminium hull with a lifting keel.

**Price** €838,800 inc VAT (around £639,360) **LOA** 16.55m (54ft 4in) **LWL** 14.59m (47ft 10in)  
**Cabins** Four **Beam** 4.80m (15ft 9in) **Draught** 1.27-3.00m (4ft 2in-9ft 10in)  
**Displacement** 18,880kg (41,623 lb) **Contact** Garcia Yachting **Tel** +33 (0)2 33 43 22 20  
**Website** www.garcia-yachting.com

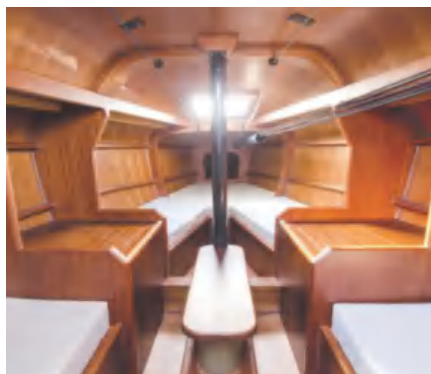


## LA28

I'll be the first to admit that a 28ft daysailer costing the best part of £70,000 – without sails and a motor – is not what most of us want in a cruising yacht, but believe me, if you saw her at a boat show, you'd stop too.

Her sumptuous curves are drawn by the very talented but curiously uncelebrated Martin Menzner, head of Berckmeyer Yacht Design. She's built in cold-moulded cedar using vacuum bagging for maximum infusion efficiency, then those dreamy khaya wood veneers are glued onto the hull using epoxy resin. The deck is teak, the keel is a lead bulb on a carbon fibre fin and the rudder is wood-cored carbon.

Up top she has a square-headed mainsail



*If you're wondering where the fridge is, she's not your sort of boat*



on a carbon mast with two aft-swept spreaders, a carbon boom supported by a carbon gas kicker and offwind sails are flown from a retractable bowsprit, in carbon fibre, naturally. Two Harken winches handle the lines and there's a Bartels through-deck furler for the self-tacking jib.

The retractable pole and furler comprise most of the features down below. Apart from opulent swathes of rich, matt-varnished wood begging to be stroked, there are four

slender berths, strictly for beautiful people, two bin lockers for odds and ends, a couple of batteries tucked away for the 2.5kW electric motor and not much else.

### Who would she suit?

Apart from having a fair chunk of cash and probably a waterside property (think Como, or Geneva) at which to berth their LA28, her owners are likely to be art collectors, with an unassailable eye for the exquisite.

**Price guide** €90,252 inc VAT, ex sails and motor (around £68,435) **LOA** 8.5m 27ft 11in **LWL** 8m 26ft 3in **Cabins** One **Beam** 2.5m 8ft 3in **Draught** 1.75m 5ft 9in **Displacement** 1,500kg (3,306 lb) **Contact** LA Yacht **Email** info@la-yacht.de **Website** www.la-yacht.de

PHOTOS: BERCKMEYER

## Lagoon 42

I can almost hear the snorts of derision, but consider this: a boat is meant to be lived in, not looked at. A yacht that's easy to sail, functional, bright, spacious, airy and comfortable is a triumph, not an aberration. The Lagoon 42 is all about ease and convenience.



*The Lagoon 42 is all about ease and comfort*

Sailing her is a one-person job: stick her on autopilot and enjoy the view. From the elevated helm position, you can see three corners clearly and the fourth if you duck down beneath the bimini. With two engines and a little practice, close-quarters manoeuvring will not be a problem, regardless of her windage.

At anchor she offers a fabulous shady cockpit, two bathing platforms and davits

for a tender. If you fancy a spot of sun, stroll down the boulevard-wide sidedecks to the foredeck, or climb through the helm station and use the sun lounge atop the bimini. Step through the sliding doors, grab a drink from the galley (starboard aft), glance at the chart, then settle down in the saloon and enjoy the view. Ready to shower and change? Step down into the starboard hull,

pop your phone on the desk in the small sitting room, drop your book on the huge berth aft and wander forward into the en suite.

Yours kids or guests have two en suite cabins in the port hull. There is also a four-cabin version, all cabins en suite.

### Who would she suit?

For a family looking for a holiday cruiser in the Med, or a couple thinking about a trade wind circumnavigation, she should be on the shortlist.

**Price as seen** €350,400 inc VAT (around £266,274) **LOA** 12.8m 42ft **LWL** 12.5m 41ft **Cabins** three or four **Beam** 7.7m (25ft 3in) **Draught** 1.25m (4ft 1in) **Displacement** 12,000kg (26,460 lb) **UK contact** Ancasta **Tel** 02380 450000 **Website** www.ancasta.com



PHOTO: GRAHAM SNOOK

# Rustler 31



**Rustler 31 – Performance on test**

Point of sail	Apparent wind angle	Apparent wind speed	Speed through the water
Close-hauled	38°	16-20 knots	4.6-4.8 knots
Fetch	60°	16-20 knots	5.6-6.2 knots
Beam reach	90°	16-20 knots	6.0-6.5 knots
Broad reach	120°	12-15 knots	4.2-4.5 knots
Run	180°	12 knots	4.0 knots



**Compact and superbly built, the Rustler 31 is ideal for a two-man crew, as Bob Aylott finds when he steps aboard a 1981 model**

**A**n ocean-going cruiser that holds her second-hand value better than most of her contemporaries, the Rustler 31 offers go-anywhere performance on a reasonably modest budget. Although getting old, she is still highly regarded.

The pedigree of this Holman & Pye-designed sloop is a bit like a 'Heinz 57' puppy – made from the best bits of similar beasts in her class. The first Rustler was

built by Anstey Yachts in Poole in 1965. She followed the designs of the North Sea 24 (which is 31ft, but 24ft on the waterline) and the 28ft Twister. Also in her ancestry is a sprinkling of Folkboat.

With those ingredients built into this vintage yacht, I had high hopes for an interesting day with her owners, 63-year-old Brian Adams and his wife Tricia, 62.

I wouldn't describe *Alias* as drop-dead

gorgeous, but as you look closer, the signs of quality shine through: she has the bold, positive lines of a thoroughbred yacht and looks classic, rather than dated. Her deck layout is practical, too: wide sidedecks, solid teak toerails and grabrails running along the cabin top to a spacious foredeck with an aft-facing forehatch.

## Performance

*Alias* is easily handled with a two-man crew. Tricia took the helm as we motored and manoeuvred through the creek, flanked with yachts moored on all sides. As *Alias* pushed along comfortably at around 5 knots, the engine was reasonably quiet.

The wind was a Force 3 and by the time we entered Carrick Roads, the mainsail was full. Brian was predicting more wind, but this boat can stand up to her canvas so we unrolled the whole genoa, hoping for a Force 4 or more by the time we arrived at





**ABOVE:** Her cockpit is fairly long but narrow. Two's comfortable, three's cosy, four's a crowd

**LEFT:** Lean and powerful, the Rustler 31 is ideal for a keen cruising couple

Battlesbridge in Essex, offered a bespoke service. Although this pushed costs up, it allowed buyers to customise their new boat. The hull lay-up is thick, heavy and strong, with no interior mouldings – everything inside the hull is of timber construction.

## Sailplan

She sets a fairly small mainsail and a big, overlapping genoa on a simple, strong masthead rig. There is no sweep aft in the single set of spreaders so when she's sailing downwind the mainsail can be let right out, and with her long keel, she'll track straight.

## Deck layout

The shrouds are led to the deck near the toerail, which (along with the genoa tracks on the toerail) leaves the deck clear for crew going forward. *Alias* has Treadmaster on her deck and coachroof to aid underfoot grip. She lacks an anchor locker in the bow. Instead, a chain pipe takes the chain below deck while the anchor is kept in chocks on deck near the bow.

## Living aboard

*Alias* is full of old country cottage charm with plenty of well-designed little stowage cupboards and bookshelves. Mid-blue velour upholstery and an abundance of real wood furnish the interior, but compared to modern yachts, or even other vintage boats of similar age and length, she is noticeably limited on accommodation and space.

She has four berths: a double V-berth in the forepeak, which is awkward to get into unless you're nimble, plus two single settee berths with lee cloths in the saloon.

One layout option included a pilot berth on the port side of the saloon – an extra that looked great, but in reality is suitable only for a thin adult or a well-behaved child. Any more than two crew on board is a crowd. 'She's ideal for the two of us,' said Brian. 'We've had an extra couple of adults and three children on board for

the entrance to St Mawes.

Tricia told me almost everything on board was original. They had considered leading all the halyards aft from mast to the cockpit, but decided against it. 'Safety-wise it would be better, but in the end we feel it would spoil her lines and possibly devalue her' she explains.

## At the helm

The large rudder hangs off her transom and keel and gives ample control (except when motoring astern) and plenty of feedback. She finds her groove easily when sailing close-hauled, but attention to sail trim is important – she can develop quite a lot of weather helm in the hands of a novice crew, but with a well-balanced sailplan the helm should be finger-light even when she's heeled over 30°. Most Rustler 31s are tiller-steered but



**She handles a breeze with ease in Falmouth Harbour**

a few, including *Alias*, have a wheel. Brian has always preferred wheel steering but prior to owning *Alias*, Tricia was more comfortable with a tiller. Now they are both very happy with the wheel.

## Design & construction

The various yards that built Rustler 31s, including *Alias*'s builder, Maltings of



# USED BOAT TEST

## Key cruising features



*A high boom allows for the sprayhood to be raised, giving more shelter and better companionway access*

*With no anchor locker, the bower anchor must be stowed on deck*

*The genoa tracks and shrouds are taken outboard, which leaves the deck clear*

*Sheet winches can be tended from the helm, which is essential for singlehanded sailing*

*Full aft sections boost her interior volume, but they're not so full as to mar her beauty*



**LEFT:** Lots of real hardwood gives the saloon classic appeal

**RIGHT:** The vee berth in the forepeak is on the small side



a daysail. That was ok, but there's no way you would want them overnight.' However, the lack of space is a small price to pay for such a seaworthy boat.

There is an enclosed heads on the port side next to the forepeak berth, with a large mirror, hand basin with shower attachment and sea-toilet. Opposite the heads is a hanging locker.

### Chart table

The aft-facing, full Admiralty chart-sized table is to starboard and extends halfway under the bridgedeck, allowing the seated navigator to see and easily communicate with the helmsman. Underneath the table is a large cave locker for extra stowage. Brian and Tricia's navigational aids consist of a Raymarine C80 plotter, which can be moved between chart table and cockpit, and a DSC VHF radio.

### Galley

The galley, to port, is fitted with a Flavel gas cooker on gimbals with two-burners, oven and grill. There's also a large stainless steel sink with pressurised cold water.

'We don't use the oven,' Tricia told me. 'We're happy with pot noodles and fresh fruit. The kettle gets more use than anything else in the galley.'

There is filtered water, but no hot water. 'When we bought her there was a hot water system,' Tricia continued. 'It ran from an old rusty gas water heater situated in the heads, but it looked so awful we took it out.' There is no fridge, just a coolbox because Tricia and Brian don't go away sailing to spend time cooking.

### Maintenance

The engine – in this case, a 2008 Yanmar 3GM30F 28hp three-cylinder diesel – is

in a box on the cabin sole between the galley and chart table. It is freshwater cooled and runs a three-bladed fixed propeller. On this boat the engine control panel is located below the companionway.

The top and front panels of the engine box are easily removed, along with the side panels for all-round servicing and maintenance – far better access than you get on most boats twice her size.

The 70-litre (15 gallon) stainless steel fuel tank is located under the cockpit sole. Brian had a nightmare of a time trying to replace the tank after it was infested with diesel bug. Access to the fuel tank is very difficult so rather than lose the sailing season, Brian emptied it, closed it off and plumbed in an auxiliary 25-litre tank, secured in the locker. The quote to bring the old tank out and replace with new was £2,000. Brian's DIY solution cost £200.



# Rustler 31

GRAPHICS: MAXINE HEATH



## FACTS AND FIGURES

- **Guide price** £18,000-£25,000
- **LOA** 9.58m (31ft 5in)
- **LWL** 7.32m (24ft)
- **Beam** 2.74m (9ft)
- **Draught** 1.68m (5ft 6in)
- **Displacement** 5792kg (12,770 lb)
- **Ballast** 2,540kg (5,600 lb)
- **Ballast ratio** 43.9 (%)
- **Sail area** 51m<sup>2</sup> (547sq ft)
- **SA/D ratio** 16.1
- **Diesel** 68 litres (15gal)
- **Water** 50 litres (11gal)
- **Engine** 28hp
- **Transmission** Shaft drive
- **Designer** Holman & Pye
- **Builder** Various, including Maltings, Orion and Anstays
- **Owners Group Websites**  
[www.rustler31.org](http://www.rustler31.org)  
[www.rustleryachts.com/owners](http://www.rustleryachts.com/owners)



*Tight for space, but it's a practical sea-going heads*



*Her long keel and displacement give her a comfortable, easy motion through the water that you don't get with a lighter, beamier boat*

## OUR VERDICT ON THE BOAT

### What's she like to sail?

With her sound design, substantial build quality, encapsulated long keel and high ballast ratio she is steadfast and sea-kindly. Her rig is strong and simple – a thick-section mast well supported with chunky fore and aft lower shrouds. The deep vee-sectioned, overhanging bow cuts through waves rather than slamming, and little water reaches her cockpit unless you push her too hard.

Though slower to react to the helm than a lightweight fin-keel yacht, she is thoroughly predictable and gets on with the job regardless of sea and weather. Her big genoa provides most of the power and should be reefed first, when her lee toerail is awash. She can be cutter-rigged if you need a more flexible sailplan.

Her shortish waterline and large surface area below it make her relatively slow downwind, but a spinnaker will speed her up considerably in light to medium airs. She tracks straight, with little or no assistance needed on the helm to keep her on course.

### What's she like in port and at anchor?

On many Rustler 31s, the anchor chain is fed down a pipe into a locker below the forward berths. This can be tedious, as often the chain piles up in a pyramid and blocks the pipe when recovering the anchor, so someone has to go below and tip the pile over. She has stout mooring cleats and fairleads, but none amidships. An extra turning block on the genoa track can help with solo docking.

Her long-keel hull is cumbersome when motoring astern. It takes a little practice and there are a few tricks to learn, but most owners soon learn how to manoeuvre in and out of marina berths. But that keel also provides a good, flat base for her to dry out on, and with a pair of legs fitted she'll take the ground upright.

If she has a downside it's her accommodation – somewhat cramped and a little gloomy. For a couple, it's just a question of working around each other, but with guests you'd best hope for fine weather or invest in a cockpit tent. Her cockpit is long but narrow and if a wheel has been fitted it reduces the useable space quite a bit, whereas a tiller can be hinged up to free more space.

### Would she suit you and your crew?

Whether or not you'd want to own a Rustler 31 depends on your outlook to sailing and what your priorities are. She is indeed pretty, sails to windward effortlessly and if you're planning to do frequent long, open-ocean passages, she won't let you down. But if you like having groups of friends on board for the week, then you'd better have some skinny mates!

The cabin layout is snug but straightforward and practical. The two 1.88m long (6ft 3in) settees make very good sea berths with the addition of leecloths. Even better if you can find the version with a quarterberth behind the chart table. However, the galley is basic and small, as is the heads. Also, few Rustler 31s have pressurised hot water and even if they did, there's no room for a shower unless you have it in the cockpit.

To sum up, this is a boat for the traditionalist – someone who likes the look and feel of owning a classic yacht and is willing to overlook her shortfalls in the luxury department for her seaworthiness and beauty on the water. And unless you have deep pockets, it's good to be handy at boat maintenance, too.

### Would she suit your style of sailing?

**CREEK CRAWLING**  
★★★★☆

**COASTAL PORT-HOPPING**  
★★★★★

**OFFSHORE PASSAGE-MAKING**  
★★★★★

**TRADE WIND VOYAGING**  
★★★★☆

**HIGH-LATITUDE ADVENTURE**  
★★★★☆

**DEMONSTRATOR BOAT FOR SALE**

**BENETEAU OCEANIS 35**



2015 CRUISER VERSION, OAK INTERIOR  
OWNERS ONE AFT CABIN LAYOUT  
YANMAR 29HP - FOLDING PROP  
SEPARATE AFT SHOWER  
VHF, PLOTTER, WIND, DEPTH, SPEED, PILOT  
PLUS LIST OF EXTRAS  
GREAT SPACE & LIGHT. LOVELY COCKPIT  
AND REALLY STIFF UNDER SAIL  
PART EXCHANGE POSSIBLE

**BENETEAU FIRST 25.7**



Length: 25.11ft Year: 2005 £29,750

**BENETEAU OCEANIS 393**



Length: 38.8ft Year: 2001 £62,950

**BENETEAU OCEANIS 42CC**



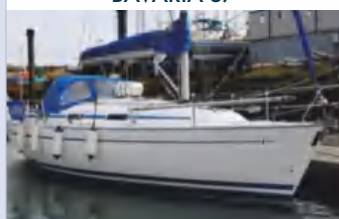
Length: 43.41ft Year: 2004 £94,500

**BENETEAU OCEANIS 37**



Length: 37.6ft Year: 2012 £87,500

**BAVARIA 37**



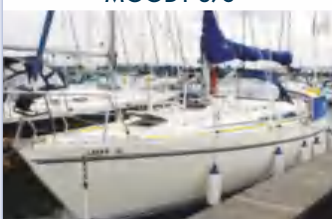
Length: 37.5ft Year: 2000 £41,995

**MOODY 31 MKII**



Length: 30.8ft Year: 1987 £30,950

**MOODY 376**



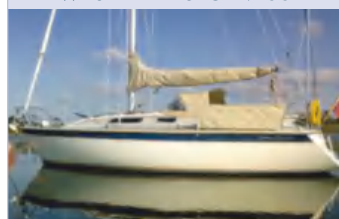
Length: 37.1ft Year: 1989 £55,000

**STARLIGHT 35 MKII**



Length: 36.09ft Year: 1999 £75,000

**WESTERLEY STORM 33**



Length: 33ft Year: 1987 £29,950

**MOODY SALAR**



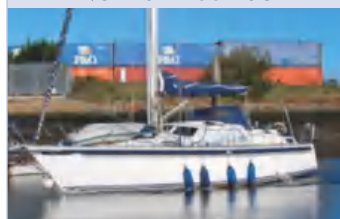
Length: 39ft Year: 1965 £47,750

**OYSTER MARINER 35**



Length: 35ft Year: 1982 £44,950

**NORDSHIP 38 DSC**



Length: 39.37ft Year: 2005 £159,000

**OPEN WEEKEND 13-15 May 2016**

Over 45 brokerage boats on sale to view

FOX'S YACHT SALES, FOX'S MARINA  
IPSWICH, SUFFOLK IP2 8NJ

t: +44 (0)1473 694 694 e: [info@foxsyachts.co.uk](mailto:info@foxsyachts.co.uk)

[www.foxsyachts.co.uk](http://www.foxsyachts.co.uk)



Lymington United Kingdom  
Phone 0044 01590 679 222  
Email [brokers@berthon.co.uk](mailto:brokers@berthon.co.uk)

Mandelieu La Napoule France  
Phone 0033 493 636 680  
Email [brokers@berthonfrance.fr](mailto:brokers@berthonfrance.fr)

Rhode Island USA  
Phone 001 401 846 8404  
Email [sales@berthonusa.com](mailto:sales@berthonusa.com)

[www.berthon.co.uk](http://www.berthon.co.uk)

SWEDEN 42'

**£245,000**  
Lymington

GRAND SOLEIL 56'

**£250,000**  
South Coast UK



NEW LISTING

2004 (commissioned 2005) Sweden Yachts 42. In her original ownership she has been cherished from new. Raymarine/Tactick instruments, sat phone and power winches she sports a fulsome inventory. Currently afloat and in commission she is ready to go.



NEW LISTING

Great looking Philippe Briand Grand Soleil 56 from the Italians, with lots of new kit and fully set up for comfortable and rewarding passage making.

NAJAD 391

**£137,500**  
Lymington

PACIFIC  
SEACRAFT 40'

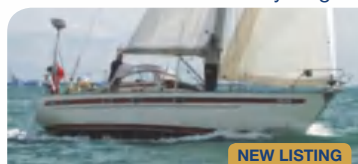
**£179,000**  
South Coast UK

WAUQUIEZ 40PS

**£99,950**  
Scotland

HALLBERG RASSY 40'

**£195,000**  
Lymington



NEW LISTING

Great example of the much loved 391 from 1998. Najad at their finest, spec'ed to the gunnels very much a "proper yacht" set up for off shore cruising.

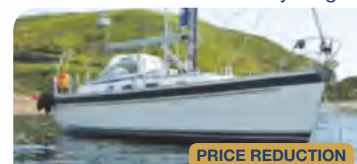


PRICE REDUCTION

From 2005 this fine example of the widely renowned Pacific Seacraft 40 has been spec'ed to the nth degree.



From 2002 and still with her original owner, an experienced yotter she has been cherished. A super combination of a great hull married up with great inards.



PRICE REDUCTION

2003 Frers designed 40 a very tidy yacht sporting a great inventory. Effortless sailing courtesy of her push button rig and electric winches combined with the legendary finish.

CONTEST 44'

**£149,500**  
Enroute Lymington

HALLBERG RASSY 43'

**£235,000**  
Mediterranean

HALLBERG RASSY 46' **US \$450,000**  
Western Mediterranean

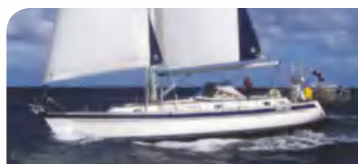
DISCOVERY 55'

**£600,000**  
Lymington



NEW LISTING

From 1998, a proven world girdler comfy seakeeping comes as standard with all the widgets. With a recent pit stop she is ready to go thus looking for her next adventurer.



Very smart 2002 example of this popular newer-generation mid-sized Frers Rassy. Offering a great cruising spec including a shiny recent 6kva generator and priced very realistically.



Great looking Hallberg Rassy which has been thoughtfully equipped and recently updated and which is perfectly suited for blue water and shorthanded sailing.



A shining white Disco 55 from 2008 substantially updated and rewedged by this owner for blue water sailing. A snip at the current ask.

## PERFORMANCE YACHTS

CUSTOM-BUILT  
HUMPHREYS 40'

**£225,000**  
Lymington

SWEDEN 45'

**£189,000**  
Lymington

SWAN 46'

**£139,950**  
Lymington

SWAN 55'

**£160,000**  
Lymington



NEW LISTING

Epic Rob Humphreys design built in Lymington with drop keel, drying capability, water ballast, rotating mast and a great interior. For fast, rewarding and very safe mile munching.



Sweden yachts cornered the market is effortless shorthanded sailing. The 45 is a super yacht for those looking for Swedish build and creature comforts combined with sparkling performance.



PRICE REDUCTION

The 46 was one of more popular Swans, this is a particularly good example from 1984. She has obviously been cherished along the way being consistently updated recent standing rigging, sails.



Classic lines by S&S and Swan the 55 yawl is a particularly popular S&S design. This cherished example has been in the same ownership since 1988 now retiring from sailing she is reluctantly on the market.

www.msandp.uk

**MS&P**

YACHT BROKERS

**Kip Marina  
Spring Boat  
Show**  
15-17 April  
2016

**MS&P  
YACHT BROKERS**  
**Hamble Point  
Boat Show**  
14-15 May  
2016

**Great brokerage displays  
and used boat shows  
that lead the way**

**stop press**

**Call now for selected trade  
stock clearance listings**

easy listing | easy viewing | easy purchase



Beneteau Oceanis 31 - 2009 **£49,950**



Hanse 385 - 2011 choice of 3 from **£119,950**



Bowman 57 - 1983 **£139,000**



Beneteau Oceanis 331 - 2004 **£46,500**



Seastream 465 - 1995 **£169,995**



Contest 365 - 1986 **£49,950**



**contact us now at your local office...**

**Hamble Point:**  
02380 455 714  
SO31 4NB

**Windermere:**  
01539 447 700  
LA23 3HE

**Kip Marina:**  
01475 529 975  
PA16 0AW

**Rhu Marina:**  
01436 821 606  
G84 8LH

SHORE & PONTOON SALES | COMPETITIVE SALES PACKAGES | MULTI MEDIA MARKETING

**red-ensign**

**select pre-owned yachts**



**BOWMAN 40**

1995 This Bowman 40 is a classic ocean thoroughbred with beautiful and luxurious interior. Rare to find a one owner from new with good blue water sailing spec. This yacht is en-route to Falmouth and is expected here May 2016. £119,500 TAX PAID



**RUSTLER 44**

2011 This stunning example has been cared for and maintained to the highest level. Generator, inverter, heating, bow thruster, electric halyard winch, electric primary winches, comprehensive electronics package, davits, cruising chute -- plus much more. £399,950 TAX PAID



**MYSTERY 35**

2007 A very well cared for and maintained Mystery 35. Wintered ashore with full winter cover -- the best, by far! £109,500 TAX PAID



**CROSSBOW 40**

1991 Maintained to an exceptional standard including recent standing rigging, sails. Spacious accommodation in 3 cabins & 2 heads. World cruising? £82,500 TAX PAID



**SWEDEN YACHTS 370 CONTINENTAL**

1993 A fine example if this sought after Sweden yacht 370, with the wing keel option. £80,000 TAX PAID £74,950 TAX PAID



**STARLIGHT 35**

1996 A performance sailing cruiser built by Bowman Yachts with all the usual refinements expected. White hull with deep lead fin keel, teak decks and all in excellent condition; a perfect package. £79,500 TAX



**HALLBERG RASSY 34**

1992 The hugely well renowned Hallberg-Rassy 34, is a fast, comfortable and well-made cruising yacht. This example also benefit from a new engine in 2005. £69,500 TAX PAID



**HYLAS 44**

PRICE REDUCED - 1989 This is an awesome cruising boat with global capabilities. Large aft cabin with island bed and lots of equipment. £69,000 TAX PAID



**HUNTER LEGEND 36**

2004 One owner and in STUNNING condition. Shoal draft with continuous maintenance & upgrades -- perfection £64,950 TAX PAID



**RUSTLER 36**

1988 Located in Falmouth at Rustler Yachts awaiting a new passage plan. £49,950 TAX PAID



**HEARD 28**

PRICE REDUCED 1990 A stunningly refitted Heard 28. This Falmouth Working boat, built by Martin Heard at Gaffers and Luggers has just undergone a major refit converting her to a fast stylish cruising boat. £38,500

**MORE LISTINGS AT - [www.red-ensign.com](http://www.red-ensign.com)**

appointed agents

RUSTLER Ⓡ BOWMAN Ⓢ STARLIGHT Ⓢ

INTERNATIONAL BROKERAGE



Red-ensign  
Port Pendennis Marina  
Falmouth  
Tel-01326 313143

info@red-ensign.com  
  
[www.red-ensign.com](http://www.red-ensign.com)

Red-ensign  
King Point Marina  
Plymouth  
Tel-01752 260086



# Experience. Reach. Results.

**Port Hamble (Head Office)**  
T: +44(0)2380 450 000  
E: [hamble@ancasta.com](mailto:hamble@ancasta.com)

**Brighton**  
T: +44(0)1273 673 232  
E: [brighton@ancasta.com](mailto:brighton@ancasta.com)

**Cowes**  
T: +44(0)1983 247 247  
E: [cowes@ancasta.com](mailto:cowes@ancasta.com)

**Chichester**  
T: +44(0)1243 885380  
E: [chichester@ancasta.com](mailto:chichester@ancasta.com)

**Dartmouth**  
T: +44(0)1803 752 498  
E: [dartmouth@ancasta.com](mailto:dartmouth@ancasta.com)

**Falmouth**  
T: +44(0)1326 211 007  
E: [falmouth@ancasta.com](mailto:falmouth@ancasta.com)

**London**  
T: +44(0)2075 846 285  
E: [london@ancasta.com](mailto:london@ancasta.com)

**Lymington**  
T: +44(0)1590 673 212  
E: [lymington@ancasta.com](mailto:lymington@ancasta.com)

**Mylor**  
T: +44(0)1326 372 865  
E: [mylor@ancasta.com](mailto:mylor@ancasta.com)

**Plymouth**  
T: +44(0)1752 255 740  
E: [plymouth@ancasta.com](mailto:plymouth@ancasta.com)

**Port Solent**  
T: +44(0)2392 373 300  
E: [portsolent@ancasta.com](mailto:portsolent@ancasta.com)

**Swanwick**  
T: +44(0)1489 854 455  
E: [swanwick@ancasta.com](mailto:swanwick@ancasta.com)

**Port Napoléon (France)**  
T: +33 442 058 888  
E: [portnapoleon@ancasta.com](mailto:portnapoleon@ancasta.com)

**Palma (Spain)**  
T: +34 971 719 678  
E: [palma@ancasta.com](mailto:palma@ancasta.com)



Belliere 50 - 1987 Ref: 29154  
€ 250,000 Tax Paid Call: +34 971 719678



Island Packet 440 - 2006 Ref: 29476  
£ 249,950 Tax Paid Call: +44(0)1983 247 247



Oceanis 45 - 2015 Ref: 29920  
£ 198,540 Tax Not Paid Call: +44 (0)2392 373 300



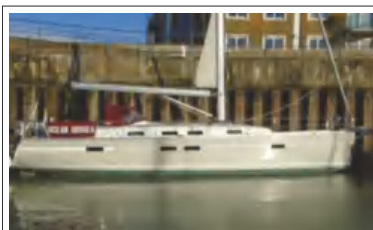
Nauticat 37 - 2002 Ref: 30119  
£ 177,500 Tax Paid Call: +44 (0)2380 450 000



Oceanis 46 - 2007 Ref: 30107  
£ 165,000 Tax Paid Call: +33 (0)442 05 88 88



Fisher 34 - 2007 Ref: 30296  
£ 161,950 Tax Paid Call: +44 (0)1273 673 232



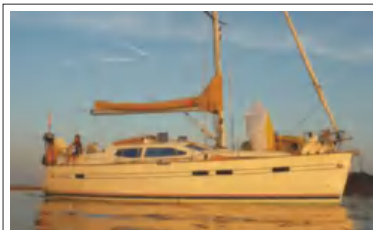
Bavaria 45 - 2013 Ref: 30307  
£ 159,950 Tax Reclaimable Call: +44 (0)1273 673 232



Sun Odyssey 45DS - 2008 Ref: 29770  
£ 138,950 Tax Paid Call: +44 (0)1590 673 212



Oceanis 41 - 2013 Ref: 30138  
£ 135,000 Tax Paid Call: +44 (0)2392 373 300



Southerly 110 - 2008 Ref: 30302  
£ 129,950 Tax Paid Call: +44 (0)1243 885 380



Bavaria 40 Cruiser - 2012 Ref: 30052  
£ 119,950 Tax Paid Call: +44 (0)1752 255 740



Dufour 425 Grand Large - 2008 Ref: 30072  
£ 110,000 Tax Paid Call: +44 (0)2392 373 300



Oceanis 35 Cruiser - 2016 Ref: 30146  
£ 107,813 Tax Not Paid Call: +44 (0)1590 673 212



Dufour 44 - 2004 Ref: 29811  
£ 89,950 Tax Paid Call: +44 (0)2380 450 000



Oceanis 423 Clipper - 2004 Ref: 27574  
£ 89,950 Tax Paid Call: +44 (0)1752 255 740

NEW BOAT  
DEALERS FOR:



Follow us:



## Events

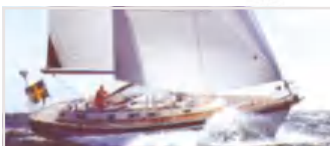
The Ancasta Easter promotion will run from 25<sup>th</sup> March to 1<sup>st</sup> April 2016, part of the Ancasta Spring Collection. For more information please visit:  
[www.ancasta.com/SpringCollection](http://www.ancasta.com/SpringCollection)

[www.ancasta.com](http://www.ancasta.com)

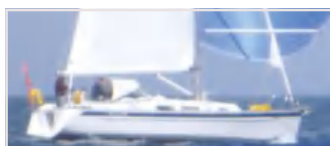
# Transworld Yachts



**2006 Hallberg-Rassy 43**  
Lying: Hamble £ 285,000 VAT paid



**2003 Hallberg-Rassy 46**  
Lying: Hamble £ 299,950 VAT paid



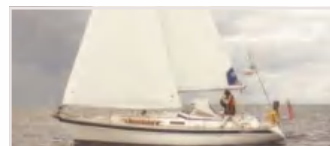
**2009 Hallberg-Rassy 372**  
Lying: Hamble £249,950 VAT paid



**2005 Hallberg-Rassy 34**  
Lying: Hamble £105,000 VAT paid



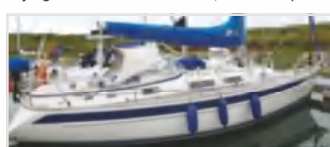
**2006 Hallberg-Rassy 37**  
Lying: Hamble £169,950 VAT paid



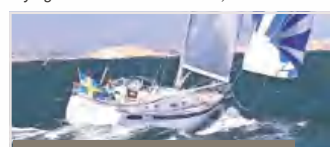
**2003 Hallberg-Rassy 36**  
Lying: Hamble £119,950 ex. Tax



**2003 Hallberg-Rassy 40**  
Lying: Hamble £199,500 VAT paid



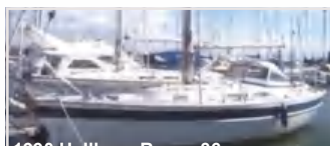
**2000 Hallberg-Rassy 34**  
Lying: E. Coast £ 89,950 VAT paid



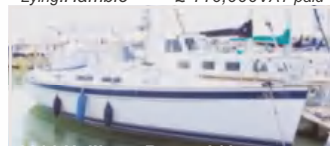
**2006 Hallberg-Rassy 342**  
Lying: Hamble £ 110,000 VAT paid



**2006 Hallberg-Rassy 342**  
Lying: Solent £124,950 VAT paid



**1990 Hallberg-Rassy 36**  
Lying: Hamble £ 96,500 VAT paid



**2011 Hallberg-Rassy 310**  
Lying: Solent £117,500 VAT paid

## Hallberg-Rassy

2002 HR 46	N. Ireland	£ 249,950 VAT paid
1989 HR 45	Germany	€ 215,000 VAT paid
2008 HR 43	Sweden	£ 320,000 VAT paid
2003 HR 43	Woodbridge	£ 210,000 VAT paid
2000 HR 42	Hamble	£ 190,000 VAT paid
2001 HR 42	Portugal	£ 185,000 VAT paid
1985 HR 42	Hamble	£ 89,950 VAT paid
1988 HR 42E	G. Canaria	£120,000 VAT paid
2008 HR 40	Cork	£ 239,950 VAT paid
2008 HR 40	Sweden	€ 350,000 VAT paid
2006 HR 40	S. Coast	£ 219,000 VAT paid
2005 HR 40	Solent	£199,850 VAT paid
2009 HR 372	Hamble	£ 249,950 VAT paid
1993 HR 36	Hamble	£ 104,950 VAT paid
1998 HR 36	Hamble	£ 119,500 VAT paid
1998 HR 36	Wales	£ 119,500 VAT paid
1987 HR 352	Greece	€ 88,000 VAT paid
1990 HR 352	Valencia	€ 95,000 VAT paid
2009 HR 342	Chichester	£ 145,000 VAT paid
2004 HR 34	Hamble	£ 119,950 VAT paid
1998 HR 34	Hamble	£ 87,500 VAT paid
1997 HR 31	Brighton	£ 69,500 VAT paid
1998 HR 31	NE Coast	£ 73,500 VAT paid
1992 HR 312	Hamble	£ 49,950 VAT paid
1989 HR 312	Hamble	£ 45,000 VAT paid
1985 HR 94K	NE coast	£ 47,500 VAT paid
1990 HR 29	Scotland	£ 37,000 VAT paid

### Other Yachts for sale

1998 Najad 390	Hamble	£ 97,500 VAT paid
1994 Malo 34	S. Coast	£ 69,950 VAT paid

Transworld Yachts Sailing Ltd Hamble Point Marina School Lane Hamble Southampton

Tel: +44 (0)23 8045 4000 - email: [enq@transworld-yachts.co.uk](mailto:enq@transworld-yachts.co.uk)

For our latest brokerage list [www.transworld-yachts.co.uk](http://www.transworld-yachts.co.uk)

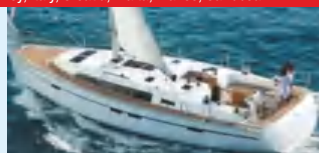


## Kiriacoulis Mediterranean

CHARTER MANAGEMENT available from £63,250\* for Bavaria Cruiser 37. Nothing to pay for 7 years.  
Up to 10 weeks use each year in Greece, Turkey, Italy, Croatia, Malta, France, Caribbean.



**LAGOON 450 F (2016)**

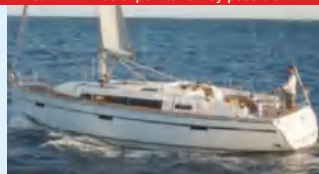


**BAVARIA CRUISER 46 (2016)**

NEW BOATS delivered to S. France and Eastern Med. - VAT free export to Turkey possible.

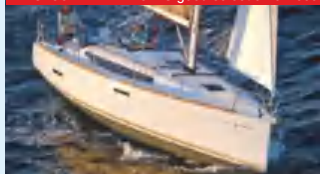


**OCEANIS 45 (2016)**



**BAVARIA CRUISER 41 (2016)**

SECONDHAND BOATS good selection of recent boats always available at competitive prices.



**SUN ODYSSEY 389 (2016)**



**DUFOR 382 (2016)**

\* Assumes €1.38 = £1

BAVARIA • JEANNEAU • BENETEAU • DUFOR • LAGOON • FONTAINE PAJOT



Contact UK representative (since 1997)  
Yacht Fractions Limited  
[chris@yachtfractions.co.uk](mailto:chris@yachtfractions.co.uk)  
[www.yachtfractions.co.uk/kiriacoulis](http://www.yachtfractions.co.uk/kiriacoulis)  
Tel.: 00 44 1326 374435

THE Barbican  
YACHT AGENCY  
EST. 1983



Sutton Harbour  
Marina, Plymouth  
01752 228855



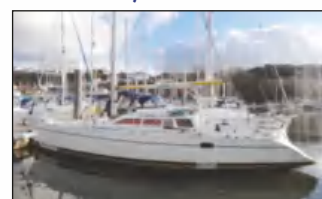
**Jenneau SO 37 £54,950**



**Southerly 110, £109,950**



**Legend 36, 2006, £64,950**



**Feeling 1090 £37,950**



**Hunter Horizon 23 £8,250**



**Moody 52 Ketch, £106,000**

- Warner 33 -	£39,000	- Seamaster 925	- £12,950
- Rival 34 -	£offers invited	- Westerly Seahawk 34 -	£39,950
- Dufour 36 CC -	£72,500	- Saltram Saga 40 -	£49,950
- Van de Stadt Seal 38 -	£47,000	- Sovereign 32 -	£24,950

[www.barbicanyachtagency.co.uk](http://www.barbicanyachtagency.co.uk)





**2006 BAVARIA 33** Call Swanwick  
2 Cabin **£49,950 VAT PAID**



**2005 BAVARIA 37** Call Swanwick  
2 Cabin **£59,950 VAT PAID**



**1985 WESTERLY FULMAR** Call Swanwick  
2 Cabin **£16,950 VAT PAID**



**2015 BAVARIA CRUISER 33** Call Swanwick  
2 Cabins **£79,950 VAT PAID**



**2015 BAVARIA EASY 9.7** Call Swanwick  
2 Cabin **£64,950 INC VAT**



**2006 JEANNEAU SUN 2500** Call Swanwick  
Yanmar Inboard engine **£19,950 VAT PAID**



**2003 BENETEAU OCEANIS 361** Call Swanwick  
2 Cabin **£49,950 VAT PAID**



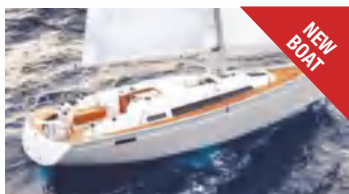
**2011 HANSE 445** Call Swanwick  
2 Cabins **£159,000 VAT PAID**



**2007 BENETEAU OCEANIS 343** Call Swanwick  
2 Cabin **£69,950**



**2014 BAVARIA CRUISER 37** Call Swanwick  
3 Cabins **£99,950 VAT PAID**



**2015 BAVARIA CRUISER 33** Call Swanwick  
2 Cabin **£87,332 INC VAT**



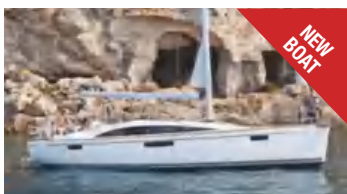
**2016 BAVARIA CRUISER 46** Call Swanwick  
3 Cabin **£212,584 INC VAT**



**2005 SOUTHERLY 110** Call Swanwick  
2 Cabins **£119,950 VAT PAID**



**1999 MOODY 46** Call Swanwick  
4 Cabin **£119,950 VAT PAID**



**2015 BAVARIA VISION 46** Call Swanwick  
2 Cabin **£254,559 INC VAT**



**2014 HANSE 345** Call Swanwick  
2 Cabins **£102,950 VAT PAID**



**2011 BENETEAU OCEANIS 34** Call Swanwick  
2 Cabin **£74,950 VAT PAID**



**2012 BAVARIA 41S** Call Swanwick  
3 Cabin **£144,950 VAT RECLAIMABLE**



**2015 BAVARIA CRUISER 51** Call Swanwick  
3, 4 or 5 Cabin **FROM £234,955 INC VAT**



**2007 BAVARIA 30** Call Swanwick  
2 Cabins, shallow keel **£44,950 VAT PAID**



**2002 BENETEAU 331** Call Swanwick  
2 Cabins **£44,950 VAT PAID**



**2012 BAVARIA 40S** Call Swanwick  
3 Cabin **£119,950 VAT PAID**

**CLIPPER  
BROKERAGE**  
The UK's fastest growing brokerage  
**OVER 200 BOATS AVAILABLE ONLINE**

**SWANWICK +44 (0)1489 550 583**  
**GOSPORT +44 (0)2393 510 433 POOLE +44 (0)1202 916 424**  
**PORT SOLENT +44 (0)2393 510 434**

**[www.clippermarine.co.uk](http://www.clippermarine.co.uk)**  
**EMAIL: [SALES@CLIPPERMARINE.CO.UK](mailto:SALES@CLIPPERMARINE.CO.UK)**

FREE STORAGE ASHORE AVAILABLE – SUBJECT TO T&C'S

SPECIALISTS IN





When you're buying or selling a boat always use

**QUALIFIED EXPERIENCED PROFESSIONALS**

Look for these logos. Our members have been setting the standards in Yacht Broking & Conveyancing, Designing & Surveying since 1912



## Regina 38 2002

'Rexander built cutter rigged Regina 38 very lightly used, unmarked, and in superb condition. Built in 2002 and has spent half her life ashore indoors. To quote Yachting Monthly 'Bullet Proof' build. Superb solid mahogany and teak joinery with no GRP visible inside the boat anywhere. Supremely comfortable extended cruising for 2 or 4, occasional 6 berth. Full size double plus settee in aft cabin. Separate shower. Central heating. Fridge and freezer. 750 Lts water and 250 litre fuel. Genoa, self tacking jib and electric in mast reefing main make sail handling a doddle in any conditions. Bow thruster. Flexofold prop. Bronze seacocks. Honwave dinghy. Stainless steel ports with double glazed armoured windows in saloon. Fore and aft anchor windlasses. Engine controls and steering from chart table. Will take you anywhere in comfort. Offers in the region of £190k.  
Email: yabasayo@btinternet.com or call Peter on 07500618067 YBW ref: AD-009-EVO



## Dufour & Sparks 42

Rare opportunity to purchase a fine example of the iconic Dufour & Sparks 42 from 1990. She has just completed an extremely comprehensive refit, including: new engine, new standing and running rigging, new sails, new electrics, electronics, heating, and so on. This is a remarkably fast, but seaway kindly, classic from the design board of Sparkman & Stephens, with an illustrious cruising history, and is now ready for the next chapter in her cruising life. £90,000, Vat paid.  
South Devon. Enquiries to [crawleydominic@gmail.com](mailto:crawleydominic@gmail.com).



## Sweden Yacht 42

Peter Norlin design, soundly built, and a joy to sail  
Very full specification with a full refit in May 2015  
Flexible sail wardrobe enables her to perform well in either Solent day sailing, where the self-tacking jib is a delight, or sailing the trade winds with her larger genoas or Gennakers.  
Lying; Lymington, UK South Coast. **£235,000**  
Ted Watts, Tel: +44 7889 180546 Email: [ted.watts@flexfordfarm.co.uk](mailto:ted.watts@flexfordfarm.co.uk)

## Southerly 42RST 2010



This is a beautiful example of a raised saloon blue water cruising yacht with electric swing keel, teak decks plus American Cherry Wood interior and Beige leather upholstery in the saloon. With only 360 engine hours, she has hardly been used due to ongoing business commitments but has been fastidiously and professionally maintained. Boasting every conceivable extra including copper coated hull, self-tacking jib, in mast furling, electric winch, bow thruster and full navigational instruments including radar and dual plotters, she has been designed to be handled by just two people who seek cruising luxury, flexibility and safety. Based in Chichester Marina, this Category A yacht is in pristine condition. £ 295,000 ovno. For a factsheet/inventory list plus additional photographs, please contact:-  
**Adrian McGillivray on 07860 385709 or**  
**e-mail: - [mcgillivray@pncl.co.uk](mailto:mcgillivray@pncl.co.uk)**

### Lagoon 380 S2 Premier Catamaran Owners Master Cabin Version 2006

2 x ¼ shares offered in existing partnership for well-equipped, professionally maintained boat lying in the Ionian Islands.  
Many Extras including Desolator 60lph Water Maker, North Cruising Chute, Enhanced Electrics, Passerelle, Aluminium RIB Dinghy, Torqeedo Electric and Honda Petrol outboards. Great condition and ready to sail away for the new season. **£36,000 per share** (inclusive of £2000 contribution to the maintenance kitty).

Check it out on <http://www.youtube.com/watch?v=vYyDhA8RRQ>  
Contact Terry James on 07879 845642 or Nick Blandy on 07785 938890 or [terry.james@s3.co.uk](mailto:terry.james@s3.co.uk) or [nickblandy@gmail.com](mailto:nickblandy@gmail.com)

### 38ft Island Packet 1991



**£15,000** of new equipment Autumn 2015, including Yanmar engine with only 48hrs usage, fridge, sprayhood and mainsail cover. Extensively equipped cutter for any distance cruising. Immaculate condition. Legendary IP build quality and it shows. More details on [www.islandpacketforsale.com](http://www.islandpacketforsale.com)  
Lying ashore in Plymouth.  
**£72,250**  
Tel: 07967 648239  
Email [peter@pkershaw.co.uk](mailto:peter@pkershaw.co.uk)



## CRAFT FOR SALE

### Moody S31 1999 Bilge Keel



Wheel-steering, Holding-Tank, Fractional Rig, Folding Prop. Fast 3 cabin cruiser. Lying Southsea Marina. MD2020 19hp fresh water cooled engine. Autohelm. 20A charger. VHF DSC and AIS. 230v Calorifier. Cabin heater. Fridge. Electric anchor winch. Cockpit teak replaced. Never raced or chartered. Well Maintained in very good condition.

**£45,000**

Email: [slademike@blueyonder.co.uk](mailto:slademike@blueyonder.co.uk)  
Telephone: 020 8876 6701 - 07966535699

### Moody Eclipse 33



Six berth deck saloon family cruising yacht with all lines leading back to the cockpit. Furling Genoa foresail, an in-mast roller reefing mainsail plus spare plus cruising chute

**£56,000 OIRO**

Tel: 07929781962

Email: [ajcarrier@btinternet.com](mailto:ajcarrier@btinternet.com)

### Sadler 29



Twin keels. 1984. Running rigging, Harken furler, mast lights and cables, wind instruments and Sprayhood, all new Sep. 2015. New BUKH 24 2006. DSC VHF Plotter with AIS, Autohelm, Forgen, Stripper. New cooker 2007. Carefully maintained for 12 years of ownership. Ashore Exeter. 'Helen' is a very good example of this popular and safe family cruiser. 2013 Survey

**£21,500**

Tel: 01395 578436

Email: [c.j.flood@btinternet.com](mailto:c.j.flood@btinternet.com)

### Hallberg Rassy 382 (1991)



Arcturus is an ideal 38.2 foot heavy displacement blue water cruiser with water maker and extra fuel tanks. She features teak decking replaced (200), new diesel engine (50hrs), sale includes Trisail, Cruising Chute, Spinnaker, 6 berth Life Raft, 4 berth tender and everything required for you to buy and sail today. She is berthed in Barcelona, international delivery options are available.

**£79,000**

Full Specs [www.apolloduck.net/292917](http://www.apolloduck.net/292917)  
BuyArcturus@gmail.com  
Tel (01262) 470789

### S & S Swan 40 1972



Classic Sparkman & Stephens Swan. Extensive refit 2008-13. Hot-vac osmosis treatment, Awlgrip respray, new mast, rigging, electronics, sails, etc. Keenly for sale as we have just downsized. Ashore Lymington.

**£49,500**

Full details-trythallj@btinternet.com

### Moody 31 Mk2 1990



Documented maintenance record. Pressurised H&C water, heating, fridge, shore power. New standing rigging, Furlex, cutlass bearing and genoa (2015) Cruising chute, tiller pilot and liferaft.

**£34,250**

Tel: 07966 435245

Email: [andy.mcpherson@tesco.net](mailto:andy.mcpherson@tesco.net)

### For Sale Moody 40



Moody 40 mark 2 white. Main engine 50hp Volvo. Sailed by my wife and myself this boat is in first class condition. Classified 1A, wintered ashore every year and maintained to the highest standards. Quality teak joinery. Soft furnishings in dark blue dralon. British Registered and exceptionally well equipped including 6hp Farymann inboard diesel engine HML generator, Vetus bowthruster, Raymarine electronics, Raymarine radar, Eberspacher heating and Karver furling code zero with Selden retractable bowsprit. Lying Hamble. Owner buying Moody 46.

Extensive details and photos Dr Jim Flanagan

email: [flanagan6@talk21.com](mailto:flanagan6@talk21.com)

**£110,000**

Tel: +44715106593

### Queen Class 38 Alan Buchanan Design



PHRYNE OF BURNHAM is uniquely rare, being one of only five copies still in commission of the famous racing Yacht Vashiti designed by Alan Buchanan. Her classic lines are built for racing and she is thrilling on a broad reach. Her graceful lines and counter belle a powerful, well balanced and rugged yacht. She thrives in extreme conditions. Newly fitted out and refurbished by Berthon in 2013.

**£45,000 ono**

gmacdon7@btinternet.com

07956206854



## Alden Ketch 42ft. 2000.

GRP hull. Composite construction. Epoxied from new. RCD Category A. Beautiful mahogany interior with 2 double and 3 single berths. Yanmar diesel, bow thruster, feathering propeller, electric windlass, autopilot, dinghy davits. Well equipped with domestic, electrical, electronic, and safety equipment. Many spares and extras. Impressive performance under power and sail.

**£98,500 For further particulars Email [yotinca@btinternet.com](mailto:yotinca@btinternet.com)**

### NORTHWIND 41



Palawan 111 is a sea worthy cutter rigged sloop with an amazing amount of equipment which includes powered main winches, bow thruster, generator, heating, in furling Hood Vertech mainsail, furling Genoa and Gib, 6 berths in 3 cabins and everything needed for comfortable sailing with a small crew. Moored in Cartagena, Spain.

**£79,000 ono**

Telephone Glyn White 0034

968199506 / 669263485

Email - [helenwhite522@gmail.com](mailto:helenwhite522@gmail.com)

### Westerly Falcon 35



Exceptional fin keel example 1989 much admired. Constantly improved and comprehensive equipment. New Raymarine instruments. New professionally fitted headlining. On the hard at A Coruna and ready to go. Complete details on Facebook.

[www.facebook.com/Westerlyfalcon35](http://www.facebook.com/Westerlyfalcon35).

Telephone 00 353 86 259 7799

Email - [clarevillehouse123@gmail.com](mailto:clarevillehouse123@gmail.com)

## Hunter Legend 450



Comfortable well equipped spacious ocean going yacht. 2 cabin both double. Master with shower/ bath and heads. second with heads & shower. Well equipped galley Fridge Freezer 3 ring cooker & micro. Generator, air con, 78hp Yanmar Copper coated and rerigged, new Furlex, bow thruster, full electronic package £110,000. Vat paid 01323 722301 for more details.



## Moody 346 Bilge keel

• Moody 346 • Bilge keel • excellent condition new Thornycroft engine T95 2008 • professionally maintained • wintered ashore • for viewing in marina Plymouth

**£49000**

Tel: 07717308003

Email: [paulcottrell@doctors.org.uk](mailto:paulcottrell@doctors.org.uk)



## CRAFT FOR SALE

www.portwayturkey.com • charter@portwayturkey.com



Portway Yacht Charters specialise in Bareboat & Skippered Yacht Charters, Gulet (traditional Turkish wood yachts) & Motor Yacht Charters in Turkey (own 88 fleet since 1996), Greece, Croatia and many other destinations in the Mediterranean.

We also operate an officially recognised RYA Sea School Offering courses suitable for beginners to the most Advanced.

UK tel: 01473 878 614 • mobile 07470 137 036 • Turkey Base tel: +90 252 645 2599 • mobile +90 542 416 0614

### Jeanneau Sun Odyssey 29.2



High Five is a performance family cruiser lovingly maintained since 2002 and in excellent condition. Six berths in two cabins plus saloon. Hot and cold water – Fridge – Mikuni diesel fired hot air central heating – Gas Hob – Extensively upgraded electrical systems. Volvo Penta 19HP Diesel Engine – GPS Chartplotter – VHF/DSC Radio – ST2000 Tiller Pilot – Main Sail with lazy bag – Roller reefing genoa – Cruising chute. Easy boat to manoeuvre and sail. Ready for viewing at Shotley Marina and to sail away. Contact below for pdf brochure.

**£31,950**  
Email: [jiwhite@gmail.com](mailto:jiwhite@gmail.com)  
Tel: 07904 526307

### Hallberg Rassy 31 'Sassy Lassie'



Traditional good looks. Quality build 2001 of a modern design. Category A (Ocean). A safe, sea-kindly offshore cruiser. Tardis-like comfort below (6 berths). Webasto C/H. Shower. Coppercoat. Full Raymarine instruments & auto-pilot. New chartplotter, radar, AIS, Lifetag, DSC/VHF, in 2011. New main 2012, new genoa 2015. Jib & spinnaker. New standing rigging 2009, running rigging 2015. Volvo 19HP. Saildrive. Storage cradle. Dartmouth.

**£79,000**  
Email: [ian@ijmcclelland.com](mailto:ian@ijmcclelland.com)  
Tel: 07900 908 804

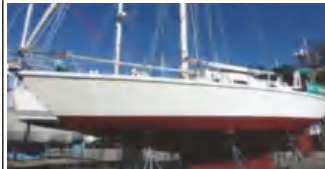
### SWAN 38 1979



Nautor Swan 38 111/116 Almost certainly the best on the market. Very extensively renovated and upgraded in last few years. NEW TEAK DECKS Lying Gosport. Contact for specification and photos

**£120,000**  
**07855 959638**  
[tombarth1@yahoo.com](mailto:tombarth1@yahoo.com)

### Blue Water Cruiser 45ft



[www.buybluewatercruiser.blogspot.com](http://www.buybluewatercruiser.blogspot.com)  
email: [gretamay1@hotmail.com](mailto:gretamay1@hotmail.com) **£72,000**

## SURVEYS

 **Pratt Naval Architecture Limited**

#### Surveys UK & Worldwide

Yachts - Power and Sail

Small Commercial Vessels

GRP/FRP, Timber, Steel and Aluminium

Pre-purchase, Insurance, Damage

MCA Code Compliance, Tonnage

Naval Architecture,

Design and Consultancy

[www.prattnavalarchitecture.com](http://www.prattnavalarchitecture.com)

James R. Pratt BEng(Hons) CEng MRINA



[info@prattnavalarchitecture.com](mailto:info@prattnavalarchitecture.com)

Tel: +44 (0)1473 788077



## Westerly Fulmar 32ft 1990

32ft 1990. <sup>3</sup>Quart<sup>2</sup> Fin keel. Sleeps 6 in comfort. Refurbished 2010, new mast, boom, standing rigging, running rigging, instruments (inc GPS, chart plotter, radar, Navtex and AIS receiver) 2 winches and upholstery throughout. Sails - main, genoa, No1 jib (furling) and cruising chute with stackpack/lazyjack for main. Volvo engine. In good order, ready to sail, no headlining problems. Owner retiring from sailing so inventory can include charts, lifejackets, pilot books, crockery, binoculars etc. Pictures available. Lying Hayling Island, Hants. **Price £27,000 ono** Contact: Richard Foreman  
Email: [rcforeman@btinternet.com](mailto:rcforeman@btinternet.com)

Had Enough "Sailing On Your Ear"? This 2008 m.y. Gemini 105Mc Catamaran with Diesel Auxiliary is RCD Cat.A and Solves that Problem  
Voted best multihull and second overall of all hull types  
by "Sailing Today" readers in the 2014 Survey.



Well maintained and extremely well equipped with Air conditioning, Warm air heating, Raymarine C120 Chartplotter/ Radar/ GPS/ AIS/ Smartpilot, 218E DSC VHF radio, Screacher on curved track, Two cockpit enclosures (one with "bug screens"), Navtex, Solar panel, Electric windlass, built in Microwave, Walker Bay tender with sailing kit and 3.5HP outboard, Davits .... and much more.

For detailed specification please contact [cliffandpat@hicksonfamily.co.uk](mailto:cliffandpat@hicksonfamily.co.uk) Tel. 01323 471675

**£94,500** VAT paid Lying Sovereign Harbour, Eastbourne, UK

### Link 30 - "Slinky"



2008 - David Thomas Design. Fast and safe cruiser/ racer  
IRC rating 0.897. Tiller steered. Selden Rig.  
Yanmar 2YM15 engine.  
Mainsail & jib cover (2015)  
Touchscreen e7 Raymarine cockpit plotter.  
Raymarine ST 2000 Autohelm. Tacktick instruments  
Spinnaker / carbon sp. pole. North main & 2 jibs  
Ultimate Main (2013 season)  
All sails in very good condition  
**£31,750 ONO**  
Tel: 01489 790356 (evenings)  
[Adrian.millman@gmail.com](mailto:Adrian.millman@gmail.com)

## OSMOSIS

### South's leading osmosis centre



Using 5 HOTVAC machines to give faster, more efficient treatments  
Plus optional 5 year guarantee  
With full repair yard facilities also available

**CALL 02392 463592**

or visit [www.haylingyacht.co.uk](http://www.haylingyacht.co.uk)

## PERSONAL

### Love2sail

Join our new not for profit club!  
Enjoy great value sailing on our Du-  
four 385 Grande Large  
Weekends in the Solent from £150.  
RTIR £325

Week to Channel Islands and/or the  
West Country from £390

Sat 12/Sun 13 March - Solent

Sat 9/Sun 10 April - Solent

See our website: [love2sail.net](http://love2sail.net)

Tel: 07712525368 or 07751212976

## MARINE ENGINES PROPELLERS

**OVER 2000 PROPELLERS**

**IN STOCK**

- 2 & 3 Blade
- Alloy & Bronze
- Fixed & Folding
- Shafts & Seals
- Prop Protector
- Rope Cutter

**SILLETTE** MARINE PROPELLERS  
[sales@sillette.co.uk](mailto:sales@sillette.co.uk) [www.sillette.co.uk](http://www.sillette.co.uk)  
020 6537 7543

## INSURANCE

Quality Low Cost Marine Insurance Quotation in 5 Clicks and 30 Seconds

**insurance-4-boats**  
.co.uk

Our name says it all!

For quick, instant quotations and cover for all type of marine craft contact us on:

[www.insurance-4-boats.co.uk](http://www.insurance-4-boats.co.uk) Telephone: 01656 784866

Fax: 01656 784872 [quotes@insurance-4-boats.co.uk](mailto:quotes@insurance-4-boats.co.uk)

Insurance-4-boats.co.uk is a trading style of Portsmouth Insurance Consultants (UK) Ltd  
PIC is authorised and Regulated by the Financial Conduct Authority. All telephone calls are recorded.

**YACHTING**  
MONTHLY

## TILLERS & RUDDERS

**TONY  
MACKILLICAN  
.CO.UK**

Rudders & Tillers made  
to your requirements  
Tel: 01785 284949

**MORBIHAN YACHT SURVEY**

English surveyor Brittany based  
IIMS registered and qualified

Tel: +44(0)7408842287  
Tel +33(0)652840396  
[www.morbihanyachtsurvey.com](http://www.morbihanyachtsurvey.com)  
[info@morbihanyachtsurvey.com](mailto:info@morbihanyachtsurvey.com)



INSURANCE

# Is your yacht insurance due?

Then make sure you get a quote from us

## Everything you need

One of the most comprehensive policies on the market.

## Outstanding claims settlement

When it comes to claims settlement our reputation is second to none.

## Incredible value

Our yacht insurance costs less than you think.

For an instant quote and same day cover

**0151 473 8000**

Call Monday to Friday, 9.00am to 5.30pm

# GJWDirect

*The UK's Largest Direct Boat Insurer*

[gjwdirect.co.uk](http://gjwdirect.co.uk)

Authorised and regulated by the Financial Conduct Authority

## We don't need to use big advertisements!

70% of our clients come on recommendation

To find out what we do best and to use our simple 'check your premium' service, visit [www.yyachtinsurance.com](http://www.yyachtinsurance.com)

**Y** Yacht Insurance  
Sailing Yachts | Motor Yachts | Superyachts

Y Yacht Insurance is the trading name of Y@Limited which is authorised and regulated by the Financial Conduct Authority.



## The Sailor's Choice...

Call **01722 416106** for a policy designed for your peace of mind.

Admiral Marine Ltd, 4 Barnack Centre,  
Blakey Road, Salisbury SP1 2LP, United Kingdom  
[quotes@admiralyacht.com](mailto:quotes@admiralyacht.com) [www.admiralyacht.com](http://www.admiralyacht.com)

Admiral Marine Limited is authorised and regulated by the Financial Conduct Authority.

NOT ON  
COMPARISON  
WEBSITES!

The Specialists

# craftinsure.com

## Top Quality Boat Insurance for complete peace of mind

The UK's first online boat insurance provider.  
Created by boating people for those who love their boats!

- Quick and easy online quotations and cover
- 24 hour claims help line and simple online claims tracking
- Monthly payments for premiums over £100 at NO EXTRA COST!
- £5,000,000 Third Party liability cover
- Multi-boat insurance discounts – insure two or more boats for less
- Underwritten by Navigators Et General a trading name of Zurich Insurance plc

**[www.craftinsure.com](http://www.craftinsure.com)**  
or call: **03452 607888**

Authorised and regulated by the Financial Conduct Authority

## YACHT AND BOAT DELIVERY



**PROFESSIONAL YACHT DELIVERIES**

+44 (0) 151 342 1001  
pyd@pydwww.com  
www.pydwww.com

Further Faster Safer... Since 1995

- Worldwide Yacht Delivery
- Yacht Management
- Skipper and Crew Supply
- Own Boat Tuition

Professional Yacht Deliveries Ltd






**Professional Yacht Delivery since 1995**  
UK | Europe | Worldwide

Contact us for a quote:  
info@seawaydeliveries.com  
+44 (0)1234 818 788  
+44 (0)7765 291 297  
www.seawaydeliveries.com



**MAX WALKER YACHT DELIVERY**

**FIXED PRICE DELIVERIES**  
Sailing yachts and motor yachts delivered with care in N.W. European, UK, Eire, Mediterranean and Atlantic waters, by RYA/MCA Yachtmasters. 30 years' experience. Owners welcome. Tuition if required. References available. For quotation please contact:

Tel: +44 (0)1625 431712 (24 hrs)  
Mobile: +44 (0) 7710 232624  
Email:  
maxwalkeryachtdelivery@ntlworld.com  
www.maxwalkeryachtdelivery.com



**RYA Instructor Skippers**  
Delivery or Assisted Passages  
Own Boat Training  
Competitive Prices

www.yachtmovers.co.uk  
info@yachtmovers.co.uk  
+44 (0) 7919 017835



**INTERNATIONAL YACHT DELIVERY**



www.halcyonyachts.com

## CHARTS



**software**

## SAILS



**Durable Cruising Sails**  
**Racing Sails**  
**Sprayhoods and Covers**

Established since 1964

sails@dolphin-sails.com • 01255 243366 • www.dolphinsails.com

## SELF STEERING



**FEEL THE FREEDOM**

Independent self steering AND Emergency rudder... ready to go

- No lines in the cockpit
- No power consumed
- Mount off center!



www.hydrovane.com

STEERING THE DREAM

## TRANSPORT



Check  
yachtshipping.com  
for sailings!

  
**Yacht Shipping Ltd**

Phone +44 (0) 2380 215 060 info@yachtshipping.com  
UK agent for Sevenstar Yacht Transport Amsterdam

**YACHTING**  
MONTHLY



**ATLANTIC YACHT DELIVERIES**

All yachts delivered with care  
power/sail worldwide  
www.atlanticyachtdeliveries.co.uk  
tel +44(0)7515736466  
E mail yachtdeliveries@yahoo.com

**YACHT DELIVERY**  
By mature professional & fully insured  
RYA/MCA Yachtmaster Instructor

www.yachtdeliveries.vpweb.co.uk  
seabee@chrisbean.plus.com

01823 480 845 or 07974 815 759

**ALL DELIVERIES WITH CARE** by RYA  
commercial yachtmaster with over  
25 years experience in sail and motor.  
Owners welcome, tuition offered.  
Tel: 01803414668 or 07966507822.  
cardinalyachts1@aol.com

**BOAT SCREENS & WINDOWS**

**PLASTIC BOAT WINDOWS**  
ACRYLIC • PERSPEX • POLYCARBONATE  
CLEAR AND TINTED IN VARIOUS THICKNESSES  
SCREENS / WASHBOARDS / HATCHES  
WINDOWS AND INSTRUMENT PANELS  
CUT TO SIZE AND SHAPE / DRILLED  
BEVELLED AND MOULDING FACILITIES UP TO 3mt. x 2mt.

**QUICK TURNAROUND**  
www.projectplastics.co.uk  
PROJECT PLASTICS LTD.  
7, Grange Way Business Park,  
Whitwell Ind Est Colchester, Essex  
Tel: (01206) 868696 Fax: (01206) 793737  
email: project.plastics@btinternet.com

**WINDOWS • HATCHES**  
**SCREENS • WASHBOARDS**

PERSPEX • ACRYLIC • POLYCARBONATE  
- CUT PANELS OR SHEETS  
FORMED • DRILLED • SHAPED - TO YOUR  
REQUIREMENTS • CLEAR • TINTED • MIRRORRED  
NEXT DAY DELIVERY UK  
**SUNLIGHT PLASTICS LTD**  
Units 15 and 16, Aston Road, Waterlooville, Hants P07 7XG  
Website: www.sunlightplastics.co.uk  
Email: sales@sunlightplastics.co.uk  
Tel: 02392 259500 • Fax: 02392 259400



## MARINE EQUIPMENT



**Mast Ladder**

Made in Britain  
Buy Direct  
5 Year Guarantee

Made to measure from £183.32 before VAT

No need to Dangle in the Breeze

Access Your Mast in Comfort and Safety

Kinleven Marine  
0843 849 4175  
www.kinlevenmarine.com

## BOAT SHARE



**YACHT SHARE OPPORTUNITY**  
**Beneteau Oceanis Clipper 411**  
3 cabin. 1999 .Yanmar 55 HP.  
One owner. Lovely condition.  
Comprehensive inventory. Many extras. Recent refit including standing rigging. Lightly used, professionally maintained. Lying Bodrum Peninsula Turkey.  
New Syndicate for 2016  
**£12,500 for 1/4 share**  
07860400881  
tudor@blubberhouses.net  
YBW.com Ref AD-009-SQ9

### YACHTSHARE - WESTERLY FULMAR BOAT SHARE



Long established syndicate has 1/7th share coming available soon, sailing our cherished, cared for Westerly Fulmar 32, lying Pwllheli marina, N Wales. A very economic and easy way to access 4 weeks annual private sailing plus further time sailing with other members, if desired, in beautiful Welsh sailing grounds with easy access to N.West and Ireland. Monthly running fees at only c.£85, to include berthing, annual maint, insurance etc. 6/7 berths, fully fitted galley, tender and outboard, good range of instruments and safety equipment, charts etc. Images, details and opportunity to view available on request.  
**£3,599 ovno**  
Please mail Rod at fulmarshare@gmail.com

### YACHT SHARE Beneteau 393



Commissioned 2006. Excellent Condition  
High Specification. Includes davit cradled dinghy. Berthed Gosport.  
**Maintenance: £200 pm**  
**£19,950 QUARTER SHARE**  
CALL 07957352019 or 07889659285  
www.athenayacht.info  
for photos and specification



**Sail catamaran 38 lagoon** in med as partner sharing maintenance costs. Much cheaper than a charter. email pztabori@gmail.com for details.

Middle aged sailor looking for 2 or 3 partners to form new boat share this year. Potential partners should be competent experienced sailors willing and able to invest up to £20k to buy and maintain a second hand sailing boat (up to 12 metres) to be based in or around the Solent. All enquires will be treated in confidence. Please call or text Paul on 07496 666434

**Yacht Fractions Limited**  
The only specialised brokerage selling privately owned Yacht shares since 1991  
UK – Med – Caribbean  
www.yachtfractions.co.uk  
01326 374435

**BOAT SHARE OPPORTUNITY SOLENT**  
Dufour 385 GL 3 cabin version, in pristine condition, based Haslar marina 1/4 share is for sale in new consortium. £21,500 per share.  
Very friendly group.  
For further information phone partners on  
0121 308 0670  
0771 2525 368

## LIFE RAFTS

**LIFERAFT AND EPIRB HIRE**

Send for our FREE info pack and depot list  
**0800 243673**  
www.liferafts.com  
info@liferafts.com  
Fax: 01621 785934  
LIFERAFT & DINGHY SERVICING  
Liferaft House  
Burnham-on-Crouch  
Essex. CMO 8TE  
THE WORLD'S LARGEST DEDICATED LIFERAFT HIRE COMPANY

## BOAT NAMES



**SAC BOAT NAMES**  
www.sacboatnames.com  
post@sacboatnames.com  
01384 443744  
Trade Enquiries Welcome

Names | Tapes | Decals | Canalia

Supplying Marine Graphics since 1988



**Funky Monkey Boatnames.com**  
funkymonkeyboatnames.com  
Design online at your **One stop boatname shop**  
Boatnames, Hull graphics, SSR Numbers & more.  
**WE ARE INDUSTRY SUPPLIERS**  
Contact us | 01590 671974

## MARINE ELECTRONICS

**Searolf LED**



Low Cost, Low Power LED Replacement Navigation and Anchor Light Bulbs £9.50 each or 3 for £25  
Our Anchor Bulb was Voted Best LED Cluster by Yachting Monthly  
All Cabin Lighting, all Different Fittings G4, B22, festoon BAY15D, BA15S, BA15D  
Low Cost, Low Power LED Cabin Lighting from £3  
www.searolf.com Tel. 01283 542718

## BUSINESS FOR SALE

**FOR SALE**  
Mallorca Yachting business  
Marine engineering, repairs, maintenance & guardianage  
28 Boats 6-20 metres sail and power, including charter fleet  
Yacht cleaning, Mobile workshop & chandlery  
Turnover in excess of €350,000  
Owner retiring and wishes to sell at reasonable price to persons that will continue the business  
Email: smchartermallorca@gmail.com

## PERSONAL

**Shipwright Fully Mobile**  
Highest quality work in wood, GRP, metal engineering. Half marina rates.  
01202 881 499 or 07713 948 631  
Google "Gordon Wallace Shipwright"

## PERSONAL



**pyd**  
PROFESSIONAL YACHT DELIVERY  
Develop your professional sailing career by joining the 2016 PYD Offshore Sailing Programme  
Sail & Power up to 30m Worldwide  
10,000 nm RYA training  
Intensive 6 month sailing apprenticeship  
Yachtmaster Ocean qualifying passages  
RYA training with approved RYA sailing school  
Sail with professional pyd skippers  
Apply online at: www.pydsw.com  
Tel: +44 (0) 151 342 1001 Email: pyd@pydsw.com



If you own a boat and need a hand, or help with ownership costs - You need a Boat Buddy.  
If you would like to be involved, but don't own a boat - Then come aboard as a Boat Buddy.  
Boat Owners and Boat Buddys Needed.  
www.boatbuddys.co.uk

**Date-A-Sailor.com**  
Whether you're Captain or Crew, prepare for the new season NOW and bag yourself a Great New Shipmate Today!  
**Date-A-Sailor.com**

Young fit 60 year old male looking for a berth on a catamaran crossing the Atlantic with the ARC in November. Has experience, easy going and happy to pay for keep etc.  
arthatcher@btinternet.com

## BERTHS MOORINGS &amp; STORAGE

## PONTOON BERTHS &amp; SWINGING MOORINGS

CHICHESTER HARBOUR

2016

Tidal pontoon berths

£260.00 per metre per annum

Swinging moorings

£450 - £1045.00 per annum

From 1st April to 31 October

HAYLING YACHT CO LTD

TELEPHONE 02392 463592

EMAIL INFO@HAYLINGYACHT.CO.UK WEB HAYLINGYACHT.CO.UK

Europe's largest  
berthing broker.Marina berths for sale  
and wanted.www.marineonline.co.uk  
sales@marineonline.co.uk  
24hr T: +44 (0) 7802 671157

## CRADLES

**THE JACOBS YACHT** and boat cradle LTD. All sizes and types of craft catered for. Probably the best designed and versatile cradle made. Tel: 01394 448253. Fax: 01394 448408. Email Forgejacobs@tinyworld.co.uk www.jacobsboatcradles.com. Alternatively send for a brochure. E. Jacobs & Sons, The Forge, Kirton, Nr Ipswich, Suffolk IP10 0NU

## SAILS

BUY **BRITISH**, BUY **QUALITY**,  
BUY **Jeckells** SAILS



ARE YOU  
READY FOR THE  
NEW SEASON?  
CALL US ON  
**01603  
782223**



We've been making sails since 1832, so nobody knows more about sail design and production. We offer exceptional quality and service at an affordable price.

**Jeckells**  
THE SAILMAKERS



T: +44(0)1603 782223 E: sails@jeckells.co.uk W: jeckells.co.uk  
Jeckells of Wroxham Ltd, The Sail Loft, Station Road, Wroxham NR12 8UT

## SAILING SCHOOLS

**Solent Based Sailing School**  
RYA Theory and Practical courses • Solent Charter

- Competent Crew • Day Skipper • Yachtmaster • Boat Handling
- Milebuilding • Own Boat Tuition • Online Theory

www.commodore-yachting.com  
Tel: 02392 504443 info@commodore-yachting.com

## REFURBISHMENT

**GN Espace**  
yacht galley systems

tel. +44(0)1992 893713  
www.gn-espace.com

Cookers Sinks Storage Design

## WANTED

**WANTED**  
Rolex, Breitling, Omega or  
anything interesting wanted  
by watch collector. Cash paid  
Daytime contact  
07899877117 or evening  
01245321199

## PROPERTY

**'TY GARTH'**

Ideal 'Yachtie's' Residence  
Location Borth Y Gest, North Wales.  
Detached House, 4 Bedrooms,  
2 Bathrooms, Utility room,  
Double garage, Ample off road parking.  
Extensive, stunning, estuary views towards  
Portmeirion and Harlech. Close to Snowdonia  
Within walking distance of Porthmadog Har-  
bour, Marina and Boatyards  
13 miles to Pwllheli Marina.  
Details on 'rightmove' and 'OnTheMarket'  
**£650,000 o.n.o.**

## SPARS &amp; RIGGING

**SPARS AND RIGGING**  
**SELDÉN**  
**FURLEX**  
**Z SPARS**  
SALES & SERVICE WORLDWIDE  
**CRUSADERSAILS.COM**  
Tel: +44 (0) 1202 670580  
E-mail: info@crusadersails.com

**LEATHER WHEEL COVERINGS**

- For all wheel sizes and sprayhood grab rails
- Leather Spinnaker pole covers
- Handy Pull Tags to open Shackles
- Suppliers of Marine Leathers to Sailmakers & Riggers

**Clyde Marine Leather**  
www.clydemarineleather.com  
Tel. 01418814558

## WANTED

**BOAT WANTED**  
33 ft coaster  
passagemaker  
preferred  
**07900400115**

## CREW WANTED

**CrewSeekers**  
International

THE ORIGINAL YACHT CREW AGENCY - ESTABLISHED 1989

We have a wide variety of exciting  
crewing opportunities worldwide,  
for amateur and professional sailors.

From daysailing to transocean.  
All experience levels welcome.  
Yacht owners register free.

Join online today at:  
**www.crewseekers.net**

## CRADLES

**THE YACHT  
LEG AND  
CRADLE  
COMPANY**

T: 01491 636293  
E: sales@yachtlegs.co.uk  
W: www.yachtlegs.co.uk

**Yacht Cradles**

- Galvanised steel
- Stackable
- Transportable
- Suitable for 22'-55'

**Motorboat Stands**

- Stackable stands for motor cruisers

**Yacht Legs**

- Stowable, telescopic aluminium  
legs for motorboats/yachts

## BOAT SHARE

**BOAT  
SHARE**

2001 Beneteau 411, excellent condition, bow  
thruster, comprehensive inventory, berthed  
Hamble. Long established and well run  
partnership. One third share for sale **£23000**.  
Phone 01252 617728 or 07831 100628

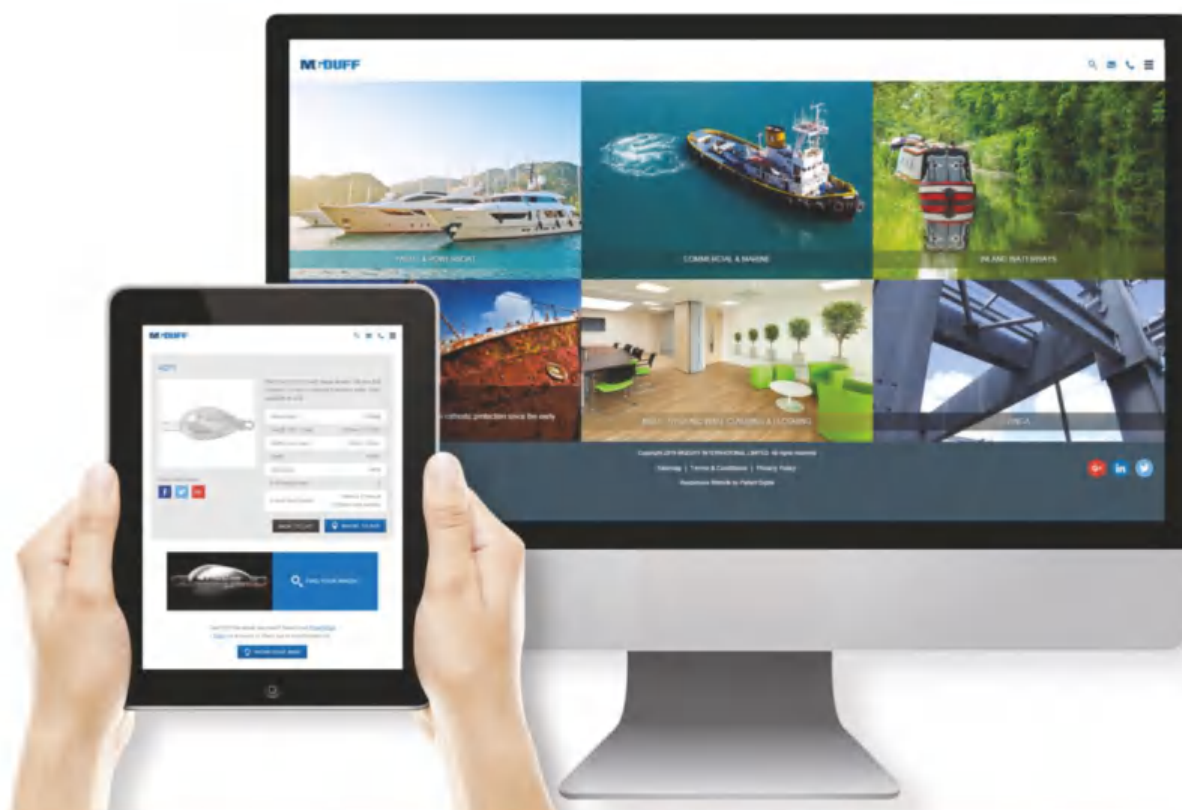


**ACCESSORIES**

**MGDUFF**

# TIME FOR CHANGE

Celebrating **60** years of MGDUFF with a new look



As the leading sacrificial anode manufacturer and supplier to celebrate 60 years of MGDUFF we have a new state of the art website. Built as mobile first it's fully responsive allowing mobile and tablet users to fully utilise the site. You will notice the home page is now split into 6 categories that define MGDUFF's business and help you get to the right product you need and quickly. As well as being the brand leader for

Yacht & Power Boat sacrificial anodes our Commercial Marine and Inland Waterways market is a large part of our business. Many people may also be unaware that MGD (a division of MGDUFF) is the largest installer of Altro hygienic Wall Cladding & Flooring. If you're looking for a unique coating system that can be thought of as a liquid anode check out our separate site for Zinga.



**Telephone:** +44 (0) 1243 533336

**Website:** [www.mgduff.co.uk](http://www.mgduff.co.uk)

**Email:** [sales@mgduff.co.uk](mailto:sales@mgduff.co.uk)

1 Timberlaine Estate, Gravel Lane, Quarry Lane,  
Chichester, West Sussex,  
PO19 8PP

## YACHT CHARTER

### Discover a world of sailing with Kiriacoulis

First for sailing holidays in the Mediterranean.  
The finest yacht charters at the best value for money.

Charter in Greece, France, Turkey, Italy, Malta, Croatia or the Caribbean.

#### MAIN UK AGENTS

##### Nautilus Yachting

The Watermill,  
87 High Street,  
Edenbridge,  
Kent  
TN8 5AU  
t: 01732 867445  
e: charter@nautilusyachting.com  
www.nautilusyachting.com

##### Tenrag Yacht Charters Ltd

Tenrag House,  
Preston, nr. Canterbury  
CT3 1EB  
t: 01227 721874  
e: info@tenrag.com  
www.tenrag.com



[www.kiriacoulis.com](http://www.kiriacoulis.com)

**INFO@SAILIONIAN.COM**  
**TEL: +44(0)800 321 3800**

### GREECE & THE CARIBBEAN

- FAMILY RUN
- BAREBOAT CHARTER
- SKIPPERED CHARTER
- ASSISTED SAILING
- FULL 7 NIGHTS AWAY FROM BASE
- PRIVATE OR GROUP COURSES



### Adventure Sailing Holidays

*Aboard an Oyster 55*

**Fabulous Sailing in the Lofoten Islands of Norway**  
**24 hour Daylight**  
**Stunning Scenery**  
**Wonderful Wildlife**  
**Peaceful Anchorages**

[www.velvetadventuresailing.com](http://www.velvetadventuresailing.com)  
[voyages@velvetadventuresailing.com](mailto:voyages@velvetadventuresailing.com)



**EXPLORING UNDER SAIL**

## Nautilus Yachting

WORLDWIDE  
BAREBOAT  
AND FLOTILLA  
HOLIDAYS

sailing holidays  
your way

Great yachts at the best prices throughout the Mediterranean and the Caribbean

Friendly flotillas in Greece, Turkey and Croatia



call 01732 867445 | [www.nautilusyachting.com](http://www.nautilusyachting.com)

GREECE | CROATIA | TURKEY | FRANCE | MAJORCA | ITALY | ANTIGUA  
BRITISH VIRGIN ISLANDS | GRENADINES | SEYCHELLES | THAILAND





**[www.cosmosyachting.com](http://www.cosmosyachting.com)**

# CHASE THE HORIZON



Caribbean | Indian Ocean | Mediterranean  
Pacific Northwest | Southeast Asia | South Pacific | UK

CHOOSE YOUR HORIZON FROM 25 DESTINATIONS WORLDWIDE

CALL 020 3627 7898  
VISIT [SUNSAIL.CO.UK](http://SUNSAIL.CO.UK)



SEE THE WORLD. DIFFERENTLY.

# YACHTING

SAIL SKYE  
AND THE HEBRIDES

Isle of Skye Yachts offer a fleet of modern yachts for Bareboat and Skippered Charter. The yachts are thoughtfully fitted out for comfortable cruising and are likely to appeal to all tastes and crew sizes.

For more information call **+44 (0)1471 844216**

Email: [enquiries@isleofskyeyachts.co.uk](mailto:enquiries@isleofskyeyachts.co.uk)

or visit our website **www.skyeyachts.co.uk**



## SAILING SCHOOLS



**ANA**  
ACADEMIA NAVAL

**Learn to sail with us  
around 1244 Croatian  
Islands!**

[www.anasail.com](http://www.anasail.com)

## CHARTER & HIRE

**Lados  
Sailing  
Club**



**Great value, great food, great sailing,  
great company!**  
Not 4 profit club. All skill levels.  
Winter weekends £160, summer £180.  
Round the Island £300. Weeks to Channel Isles  
and West Country £400.  
Tom Cunliffe Masterclasses (details on website)  
**See [www.lados.co.uk](http://www.lados.co.uk) or call Jeremy on 01622  
843142**

## SPARES



**BETA MARINE**  
*Genuine Parts*

***Genuine Beta Reliability***  
***Genuine Peace of Mind***



***Tel: 01452 723492 • Email: [spares@betamarine.co.uk](mailto:spares@betamarine.co.uk)***

[illegible]

# THE CONFESSIONAL

OWN UP TO YOUR SAILING SINS

**WIN** The confession of the month wins a floating Standard Horizon handheld VHF radio worth £140 PLUS an original Bill Caldwell cartoon

**STANDARD HORIZON**

**POST** Confessions, Yachting Monthly, Blue Fin Building, 110 Southwark Street, London SE1 0SU

**EMAIL** [yachtingmonthly@timeinc.com](mailto:yachtingmonthly@timeinc.com)  
Please send us your confessions in less than 200 words



## Twitchy anchor work

### CONFESSION OF THE MONTH

By Richard Carter

My brother Henry, a friend and I chartered a Moody 31 from Largs for a few days sailing on the Clyde to try out all we had learned on an RYA Day Skipper course, taken earlier that year. On our first morning we sailed into the lovely sheltered St Ninian's Bay, intending to anchor for lunch. My friend and I were on the foredeck looking after the anchor, whilst Henry was on the helm.

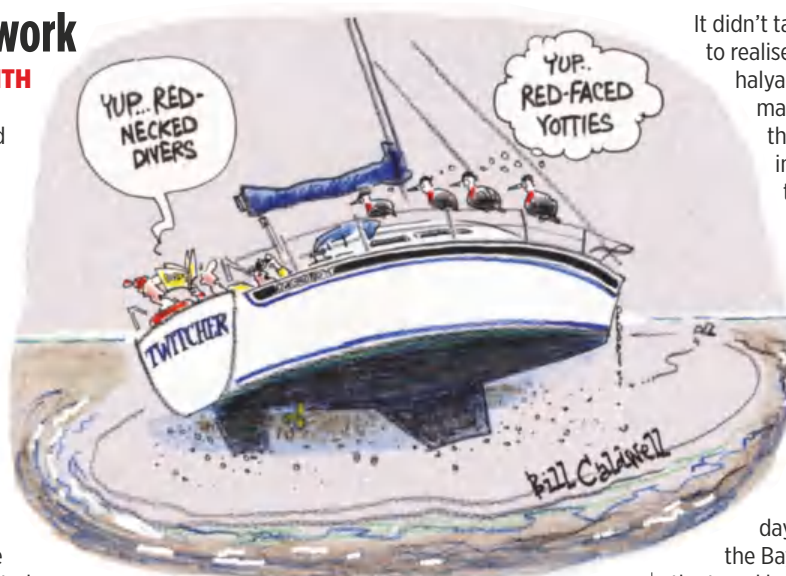
Our first attempt failed as there was a lot of weed on the bottom, so the helmsman started motoring forward whilst we hauled up the chain. What the foredeck crew did not know was that Henry, a keen novice birdwatcher, had spotted a number of divers and was watching these with great concentration.

He was therefore totally unaware when he drove over the anchor trip line and its buoy and wrapped them round the propeller and rudder. By the time I had risked a heart attack diving under the boat with my knife, we had settled nicely on the sand, with a falling tide. Henry had four hours clinging to the steeply angled coachroof to decide if they were red-necked or great northern divers.

## Automatic sail hoisting?

By Craig Hardy

After chartering a yacht in the Whitsunday Islands in Australia for a week, my wife Lesley



and I returned the boat to the marina. In Australia, no qualifications or previous experience are needed to charter. The only requirement is to demonstrate that you can raise and lower the sail, tack, gybe and operate the anchor.

While we were there we overheard a radio conversation with the charter operator.

An inexperienced husband-and-wife crew radioed the base early one the morning.

'There's no wind so we will motor over to Hamilton Island if that's ok,' they said.

'Sure, no worries,' came the reply.

Then, more tentatively, they came on the radio again.

'One question. How do we turn off the automatic sail raising mechanism?' they asked. 'It is not working well. The sail will only hoist half-way up the mast before the engine turns off.'

It didn't take long for the charter operator to realise what had happened. The main halyard, which was winched up at the mast, had fallen over the side and the propeller had helpfully spooled in the line until the engine could take no more.

## Put me down please!

By Sandra Dean

We bought our Bavaria 38 in Palma. Having agreed the sale we exchanged conditional contracts and arranged a lift out and survey for 0830 the next day. We had a lively sail crossing the Bay of Palma in 20 knots of wind to

the travel hoist where the *marineros* and the surveyor were ready to lift us straight out. The surveyor informed us he would need six hours to do his work, so we decided to pack a day bag with a few essentials.

While we were still below, before we'd got to the bottom of the companionway, we heard the rumble of the travel hoist's engine and felt a slight unsteadiness. We emerged on deck to find ourselves far above the water, dangling in mid-air. For what seemed like an age we swung gently in the lively breeze, a good 15ft above the sea and then solid ground. We remained trapped on board throughout the whole alarming manoeuvre as the boat was shunted this way and that until we were eventually propped up, which didn't feel a whole lot safer.

A flimsy ladder was brought to our aid, down which we gingerly wobbled. It never felt so good to be back on terra firma.



## The Kiwiprop Feathering Propeller

faster sailing • powerful motoring • outstanding reverse  
stainless steel boss • adjustable pitch • zero blade corrosion

K3 – 3-blade Kiwiprop • 14 to 56 hp engines • All sizes £845 + VAT  
The new K4 – 4-blade Kiwiprop • Up to 100hp engines • All sizes £1495 + VAT

VECTA MARINE • Tel: +44 (0)1672 564456 • [www.vectamarine.com](http://www.vectamarine.com) • [sales@vectamarine.com](mailto:sales@vectamarine.com)





 505

Fast Cruising | Individual Customization | Easy Sailing | Innovative Design



Design by judel / vroljik & Co – safe, speedy, state-of-the-art



Almost infinite ways to combine colour, fabric and wood



Made for single-handed sailing – with self-tacking jib and perfect rope control



Place to live: space, light and ventilation below deck

DISCOVER  
A NEW LEVEL

new 315 345 385 415 455 505 575 new 675

CONTACT US NOW FOR DETAILS OF OUR  
SPRING BOAT SHOWS NEAR YOU

Inspiration Marine Group Ltd. | [contact.us@inspirationmarine.co.uk](mailto:contact.us@inspirationmarine.co.uk)  
Southampton | P 02380 457008 || Windermere | P 01539 447700  
Scotland & Ireland | P 01475 522515

  
BREAKING RULES . SETTING TRENDS



GO BEYOND™

*NPC™ NPL™ 3DL™ 3Di™*

# WHERE ARE YOU GOING?

No matter the destination, North Sails representatives can help set your course to a better sailing experience with a fast, well-designed, well-made and long-lasting sail. It's why more cruising sailors trust North than any other sailmaker in the world. Learn more at [northsails.com](http://northsails.com)



**NORTH SAILS**